Newsrail

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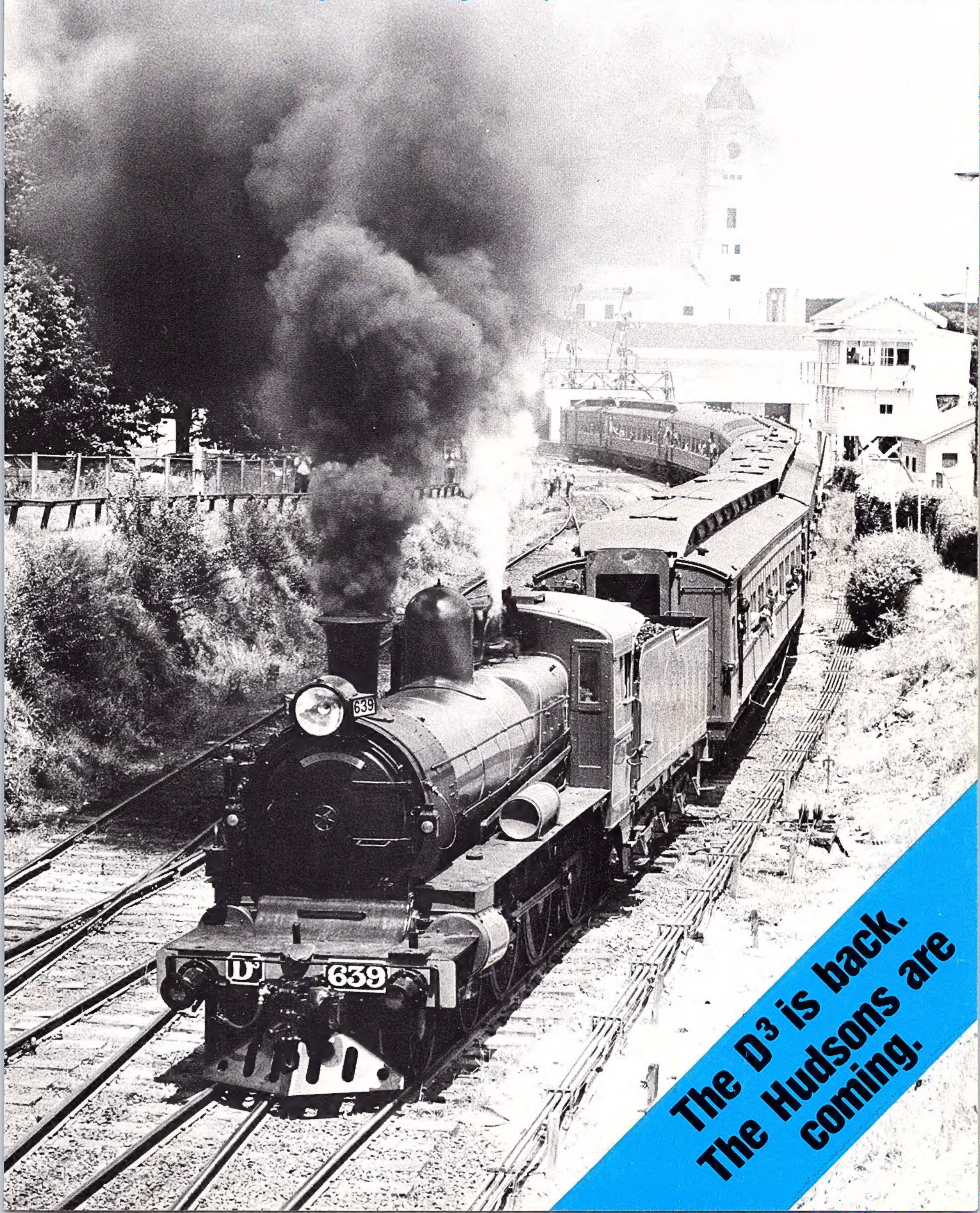
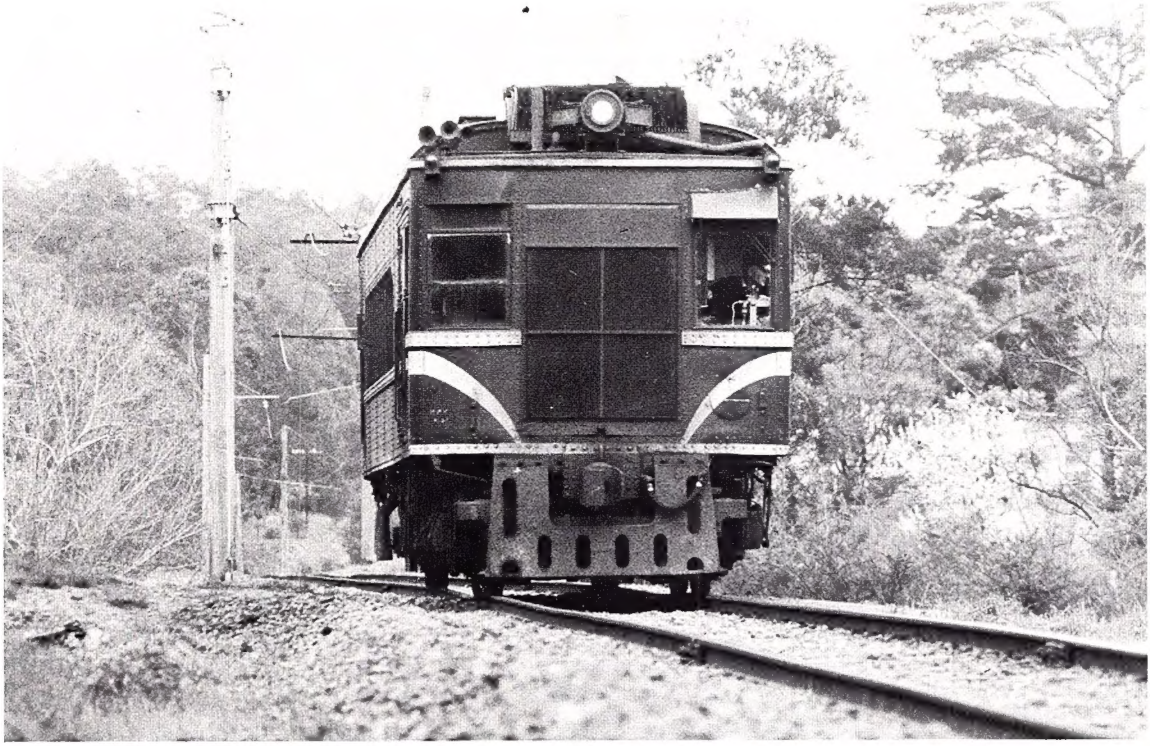
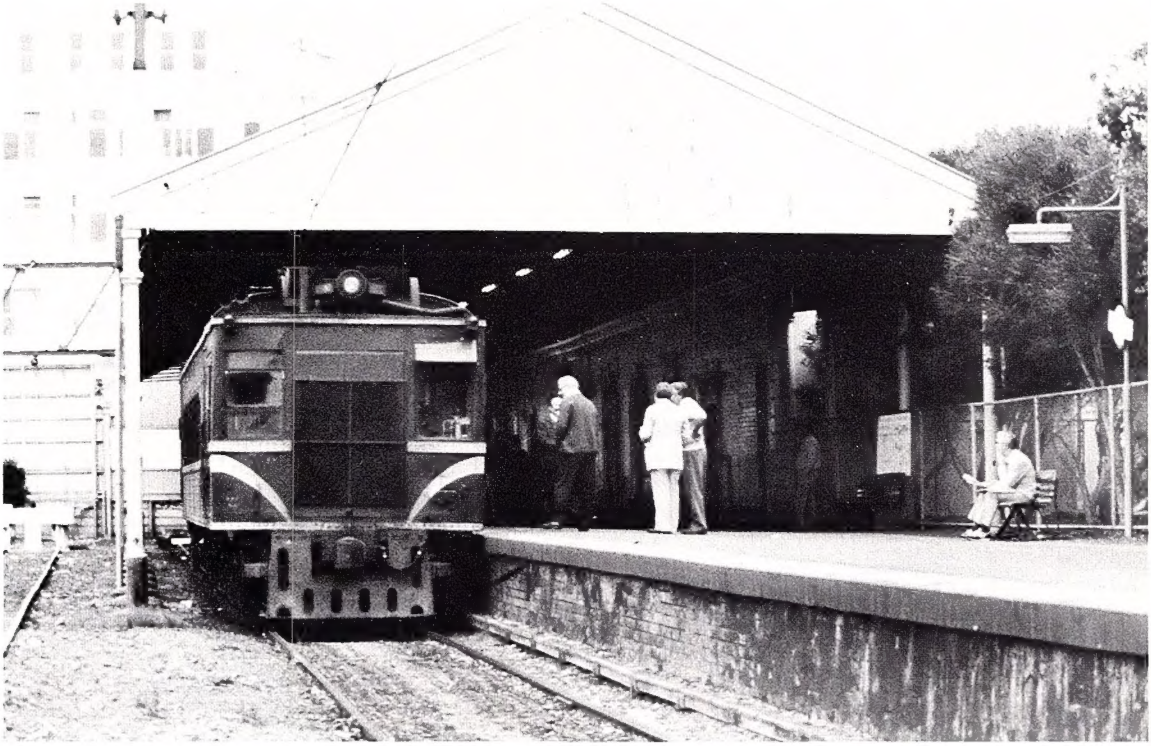


The D³ is back.
The Hudsons are coming.



D.E.R.M. AROUND THE SUBURBS



FOR ALL WHO ARE INTERESTED IN RAILWAYS

Newsrail

Vol. 13 No. 1 January 1985

1985 should be a good year for the person who likes to go on railfan trips for, as 1984 closed, we saw $D^3$639 and R761 out on the main line under their own steam. Their appearance fulfilled the dreams of a hard core of people who had one aim — to see a D^3 and a Hudson on the main line again. After much blood, sweat and tears that was involved in stripping the locos, throwing away the worn parts and keeping the good, finding replacements or building new ones, the maze of parts were finally all put back into place, everyone held their breath as steam was raised and after some necessary adjustments, the machines breathed new life. Newsrail is sure all railfans would like to congratulate all the people involved on the projects and let them know their effort is appreciated.

Front Cover: Fresh from a major overhaul, $D^3$639 lets everyone in Ballarat know it is back in service as it leaves with the *Vintage Train* for Burrumbeet on Sun.2.12.84. (Roger Gillard)

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Opposite above: The driver on 64RM has time to take in the scenery as they head for Hurstbridge during an ARHS special tour on 8.9.84. Photograph taken at Diamond Creek.

Opposite below: 64RM rests at St. Kilda later in the day. (Both photos Kelvin Russell)

FEATURE ARTICLES

Parwan Loop 4
The Healesville Railway Story 7
Murtoa — Portland test wheat trains 11

REGULAR FEATURES

General News 18
Traffic 19
Rollingstock 24
Delays, Derailments, etc. 27
Works 28
Taildisc 30

PICTORIAL FEATURES

D.E.R.M. Around the Suburbs 2
The Hudsons are Coming 9
Yesterdays Memories 14
C 503 in V/Line heads West 16
New Works 29

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We would like to thank all who have contributed to this issue and look forward to your support in the future. All articles, items and photos are acknowledged at the bottom.

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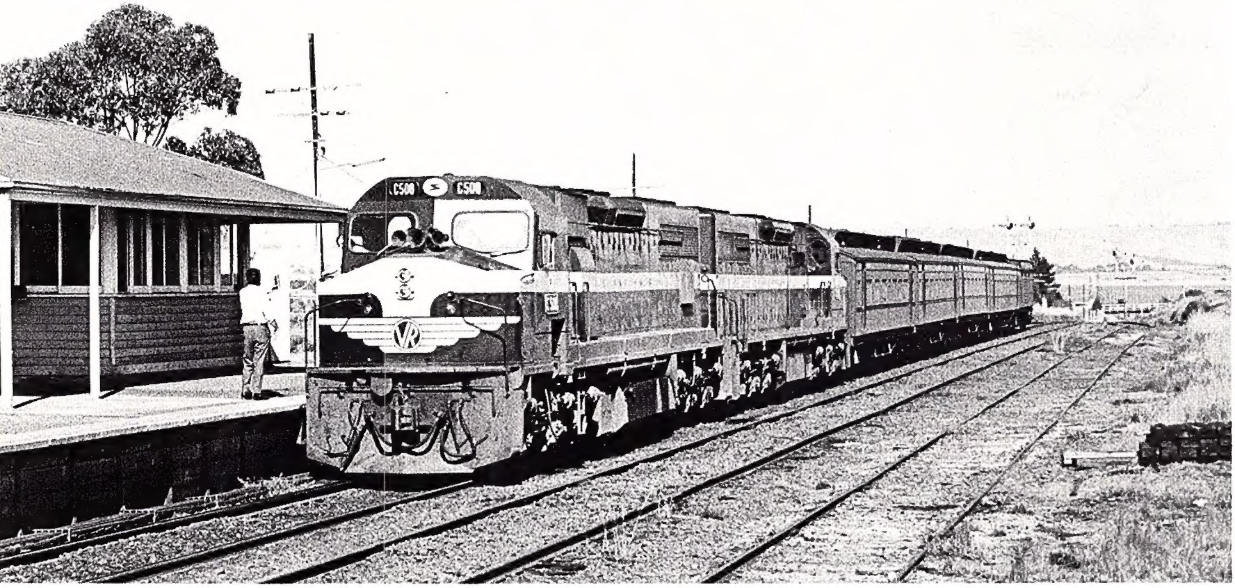
Parwan Loop

JACK McLEAN



The staff is exchanged by hand as C508-507 arrive at Parwan with the 07 50 Up Ballarat pass. on Sat.27.12.80. (John Dare)

The commissioning of the new crossing facilities at Parwan Loop draws attention to the changes that have taken place at this station in the last 98 years. Parwan station was opened for unofficial traffic by the constructing engineers on 18.3.1886. The extension from Melton was opened by the Railway Department on 1.4.1886.

There was a plan which I saw many years ago which was dated 17.11.1885. It showed that it was intended to have two loops on the north side of the main line. One was for crossing trains (or running engines round trains) and the other with dead ends at both ends was for loading and unloading of goods trucks. It seems that the Up end of the crossing loop joined the main line on the Down side of the Whelans Rd level-crossing. For passengers, there was a 200 ft platform with ramps at both ends. These arrangements are as shown in my Diagram 1. Parwan remained a terminus for less than a year and the line was extended to Bacchus Marsh on 16.2.1887.

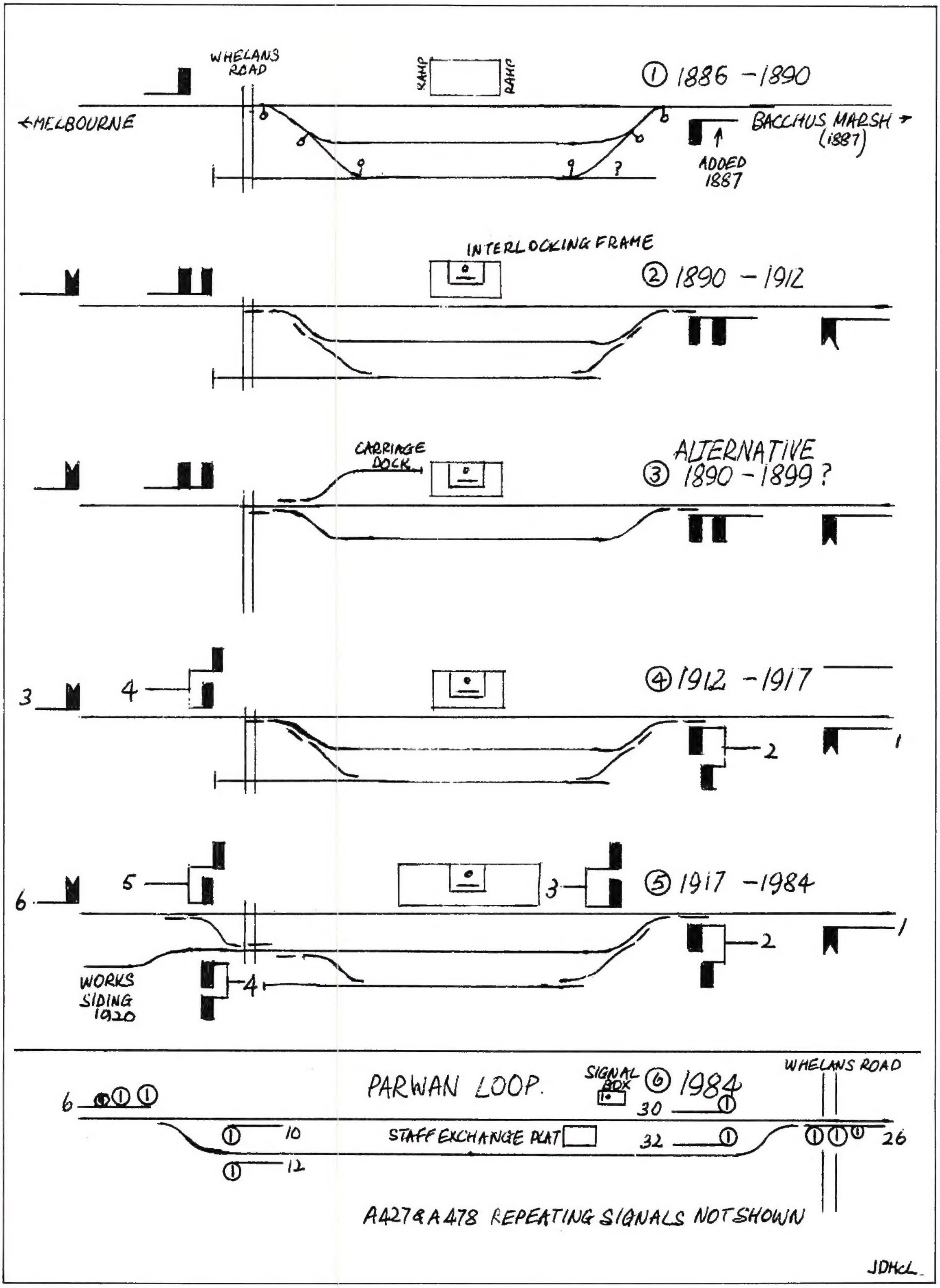
When the "Direct Line" was completed between Bacchus Marsh and Ballan on 4.12.1889, Parwan found itself on the Inter-Colonial Main Line. The hand-worked points, secured by hand-locking bars and not detecting the single home signal in each direction, could not have been regarded as satisfactory for the Expresses which came thundering through (or barrelling, whatever that means), and so an interlocking frame was installed there on 18.9.1890. It was of McKenzie and Hollands' Rocker pattern, and one of my references shows that there were 14 working levers in the frame. This indicates that there were on each side the usual distant, two-armed home, points from No.1 to No.2, points from No.2 to No.3, and the necessary two lockbars. This is shown in my Diagram 2.

However, another reference shows that there were only 12 working levers. If this was so, there would probably have been only the crossing loop, with the aforementioned signals and a dead end carriage dock against the end of the platform, as shown in my Diagram 3. Personally, I lean towards the 14 lever entry and I have a certain amount of sympathy for some overworked clerk who wrote the books up 93 years ago. Yet the idea of Parwan having only the crossing loop and a carriage dock should not be completely discounted. Other stations about this time had similar facilities, Camberwell and Deep Lead being among them. There was a carriage dock listed for Parwan as early as 1887, and again as late as 1910, and it could have been at the end of the goods dead end, or it could have been one of the carriage docks referred to in the 1908 General Appendix, where the points were spiked and released by the local ganger on the rare occasions on which they were required. If we had a copy of the lithographed Signal Diagram No 1499 of 1890 we would know for certain!

STAFF AND TICKET

Since its opening, the line had been worked by staff and ticket, with telegraphed departure and arrival messages. The original staff sections appear to have been Bacchus Marsh Junction/Braybrook Junction - Mount Atkinson/Rockbank - Melton. When the line was extended to Parwan, the section Melton - Parwan was added. When the further extension to Bacchus Marsh was made, Parwan was closed as a staff station, and the last section became Melton - Bacchus Marsh.

PARWAN


WHELANS ROAD
RAMP
RAMP
① 1886 –1890
←MELBOURNE
BACCHUS MARSH →
(1887)
ADDED 1887
?
INTERLOCKING FRAME
② 1890 – 1912
CARRIAGE DOCK
ALTERNATIVE
③ 1890 – 1899 ?
3
4
④ 1912 –1917
2
1
6
5
3
⑤ 1917 –1984
2
1
WORKS SIDING 1920
4
PARWAN LOOP.
SIGNAL BOX
⑥ 1984
WHELANS ROAD
6
30
10
STAFF EXCHANGE PLAT
32
26
12
A427 & A478 REPEATING SIGNALS NOT SHOWN
JDMcL

The construction of the line, and later the running of trains between Bacchus Marsh and Ballan caused several alterations in operating.

One was the introduction of a block system between Melton and Bacchus Marsh using Morse Telegraph. Under staff and ticket rules, if the signalman has the staff and if he has received the train arrival message on the telegraph/telephone for the previous train, then he need not ask for Line Clear.

However, at Bacchus Marsh approached by a steep falling grade, and no doubt in 1889, with construction trains working in the station, some other provision was needed. At this time, Melton had to ask Line Clear on the telegraph, and Bacchus Marsh would not grant this request until his station was fit to receive a train. He would then keep the station clear until the train from Melton had arrived.

In anticipation of the running of through trains, Parwan was re-opened as a staff and ticket station on 7.8.1889, and from this date, the Morse Block provisions presumably applied between Parwan and Bacchus Marsh. The Morse Block was replaced by Winters Block on 5.9.1889, and then when the "Direct Line" was opened, Winters Block was brought into use on the staff and ticket sections Bacchus Marsh - Rowsley - Ingliston, as well.

Bacchus Marsh was from this time approached by steep falling grades in both directions, and a variety of block working arrangements applied over the years. Most of them affected the acceptance by Bacchus Marsh of trains from Parwan. Even after the installation of large electric staff on this line on 22.7.1898, telegraph and later telephone block working was superimposed on the electric staff in certain circumstances.

The facilites shown in my Diagram 2 remained until about April, 1912, when the arrival home signals were converted to brackets. The signal posts were numbered in a rather odd manner. 1 Up Distant, 2 Up Home, 3 Down Distant, 4 Down Home. A number of similar stations started their numbers with 1 for Up Distant because it was on the left hand side of their locking frames, but I cannot understand why the Down Distant should be No 3. The position in 1912 is shown in my Diagram 4.

Bracket departure signals were installed in February, 1917, and the platform had by this time been lengthened to 400 feet. Copies of lithographed Diagram 3/17 are still about and from it the 1917 information has been gained. However, there was also a Diagram 2/17, of which little is known. It may have been issued to cover the removal of the Up end points in the main line to the Up side of the level-crossing. In the meantime, miniature electric staff had replaced the large electric staff on 22.12.1913.

WORKS TRAINS TO TOTTENHAM

In 1920 work began on the massive embankment which eventually became the Tottenham Marshalling Yard. A large amount of filling was obtained from the cutting at 31 miles on the Up side of Bacchus Marsh. Here in May 1920 a staff locked loop siding was laid in with a dead end in the up direction. I have been unable to find out on which side of the line the siding was; it is likely that it was moved several times. Perhaps because of the shunting of works trains running between the 31 mile siding and Tottenham, additional trackage was needed at Parwan, and this was provided by extending the crossing loop in the Up direction to a dead end. It was originally known as the "Works Siding". The connection was annett locked on 7.8.1920. The Ballast Siding at 31 miles became the main line in September, 1922, and the old main line became a siding which was closed early in 1923.

At Parwan, the annett locked points were interlocked on 15.2.1927, although I doubt that anyone could see how valuable the siding would be some 40 years later. Automatic staff exchangers were provided some time in May 1927, the Up exchanger opposite the signal bay, and the Down between the platform and the Whelans Rd level-crossing. In line with policy on exchangers, the arrival signals at Parwan were track-locked on 28.6.1927. This prevented the lowering of signals for an arrival in platform road or loop if a train or vehicle was foul at either end. My diagram 5 shows the facilities from 1917 with some later additions. The last diagram for Parwan Station was issued in 1940, and it remained until operations were moved to the new Loop.

It was numbered 15/40 and during its currency, a new 30 lever frame of McKenzie and Holland's tappet pattern replaced the old 20 lever frame on 26.9.1948. After the derailment of the *Overland* in 1983, the "Works Siding" was taken out of use.

Parwan was listed in the General Appendix as one of the places where exceptions to normal crossing rules applied. In view of its position at the top of a grade, Up trains with a full load were not allowed to set back from the platform road in order to enter the crossing loop. One wonders why the station was built where it was, when with no "town" to consider it could as easily have been built on the Up side of Whelans Rd, rather than the Down.

The long extension of the crossing loop was put to real use when the Jets commenced running, as it was one of the few places where Jets could meet. There is a story, possibly apocryphal, of the signalman being asked to cross two long Jets, and he was so overwhelmed that he stopped them both at his home signals, locked the office and went home.

When the Bacchus Marsh to Fairfield coal trains were running, they often made the trip to Parwan in two portions. The first portion would be stored in No 3 road while the engine went back light to Bacchus Marsh for the second portion. Of course we know that sooner or later, single line crossing stations on main lines where watching trains is such a delight, but which are so restrictive in their moving of trains, will all disappear.

Parwan's turn came on 4.2.1984.

In place of the manually operated points and signals and the tracks opposite the platform on the west side of Whelans Rd, there is now a loop, 1450 metres between signals, on the east side of the crossing. It is signalled with searchlight signals operated from a relay interlocking in an Atco portable near the Down end. Although it is obviously part of the long term plan for CTC on the Ballarat line, miniature electric staff has been retained on the sections Melton - Parwan Loop and Parwan Loop - Bacchus Marsh, and the staffs are automatically exchanged. Parwan passenger platform will stay, at least for the time being.

The new arrangements are shown in my Diagram 6. When the changeover took place seven main line trains were diverted via North Geelong Loop, and some buses replaced main line stopping trains.

The Healesville Railway Story

The formation of the Healesville Railway Co-operative was the culmination of a four year community effort to re-open the railway.

The Healesville line, from Coldstream, was one of many closed down by the Government of the day, following consideration of the Lonie Report. The last service on the line ran on 9th December, 1980. Healesville Council, in response to community wishes, called a public meeting in May 1981 to form a committee to investigate the future of the line.

Soon after its formation, the Lilydale-Healesville Rail Preservation Committee resolved that at the very least it would attempt to ensure the line remained intact and that the buildings be used and maintained by local community groups.

In June 1981, the then Minister of Transport (Mr Robert Maclellan) called for submissions for the operation of tourist railways and since that time the committee pursued this avenue as the most effective way to implement its aims.

During 1982 the rail committee received a number of submissions from tour operators for a variety of tourist train packages, as well as proposals for the development of the buildings and rail land for tourist purposes.

Healesville and Lillydale Councils jointly funded a $10,000 study by engineering consultants Hardcastle and Richards to assess the state of the track and bridges.

A submission was subsequently put to the Government to operate the line as a self-supporting tourist railway, with excursions from Melbourne bringing both trains and passengers onto the line.

The Minister of Transport, Mr Crabb, approved the proposal in principle and a successful application for funding from the Community Employment Program, for stage one (Coldstream - Yarra Glen) was made.

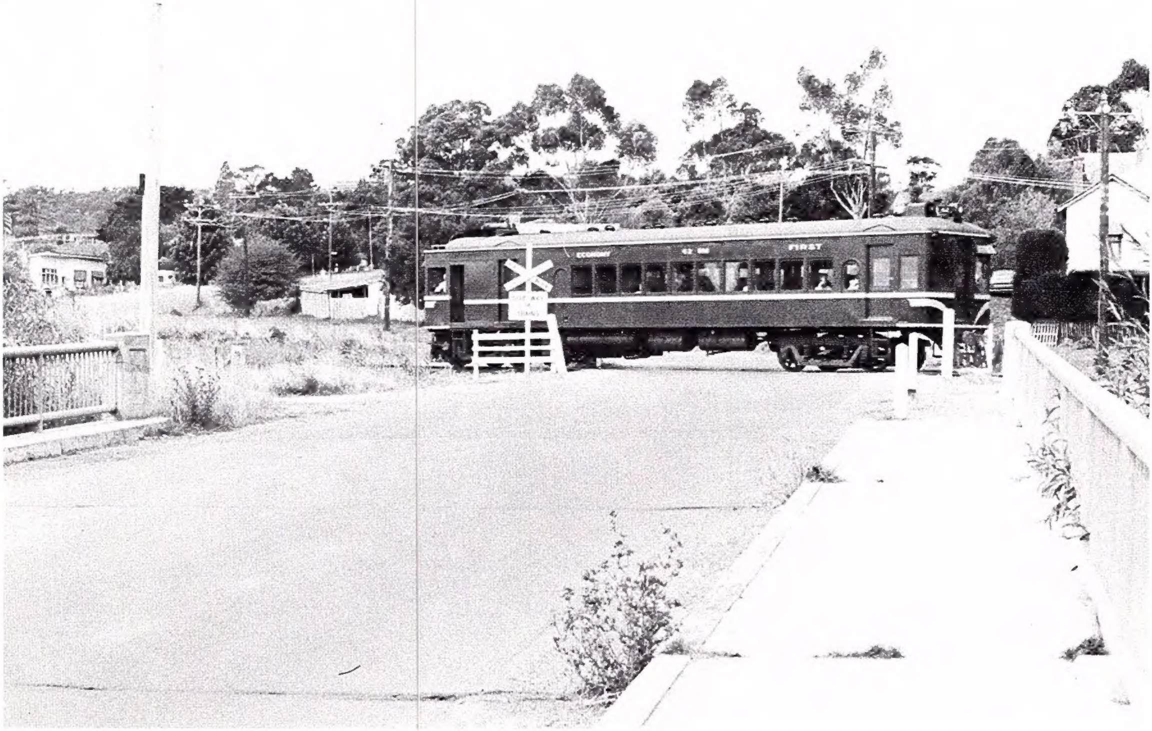
The project is currently employing 35 previously unemployed people, a project manager and engineering consultants. The total cost including materials will be just over $1 million.

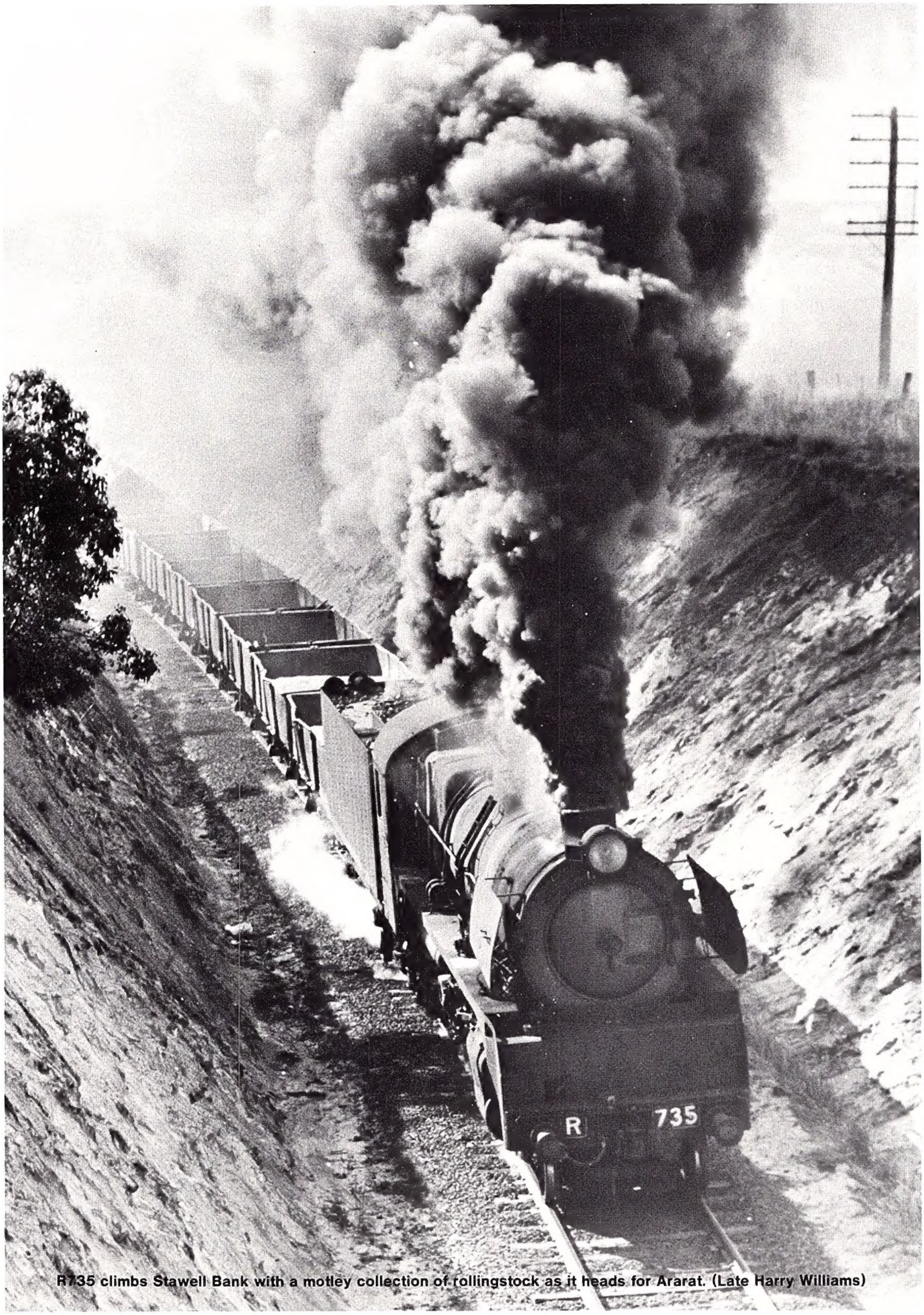
Unlike other tourist railways, the Healesville Railway Co-operative is mainly concerned with track and station maintenance and operation of the line, and has no immediate plans to operate its own rollingstock. Rollingstock will be supplied by the users.

With its unique position central to the tourist and recreational facilities of the region and a comfortable day return trip from Melbourne, the railway will become the focal point in the Healesville Shire's plan to co-ordinate the development of the district as a major leisure and recreation centre.

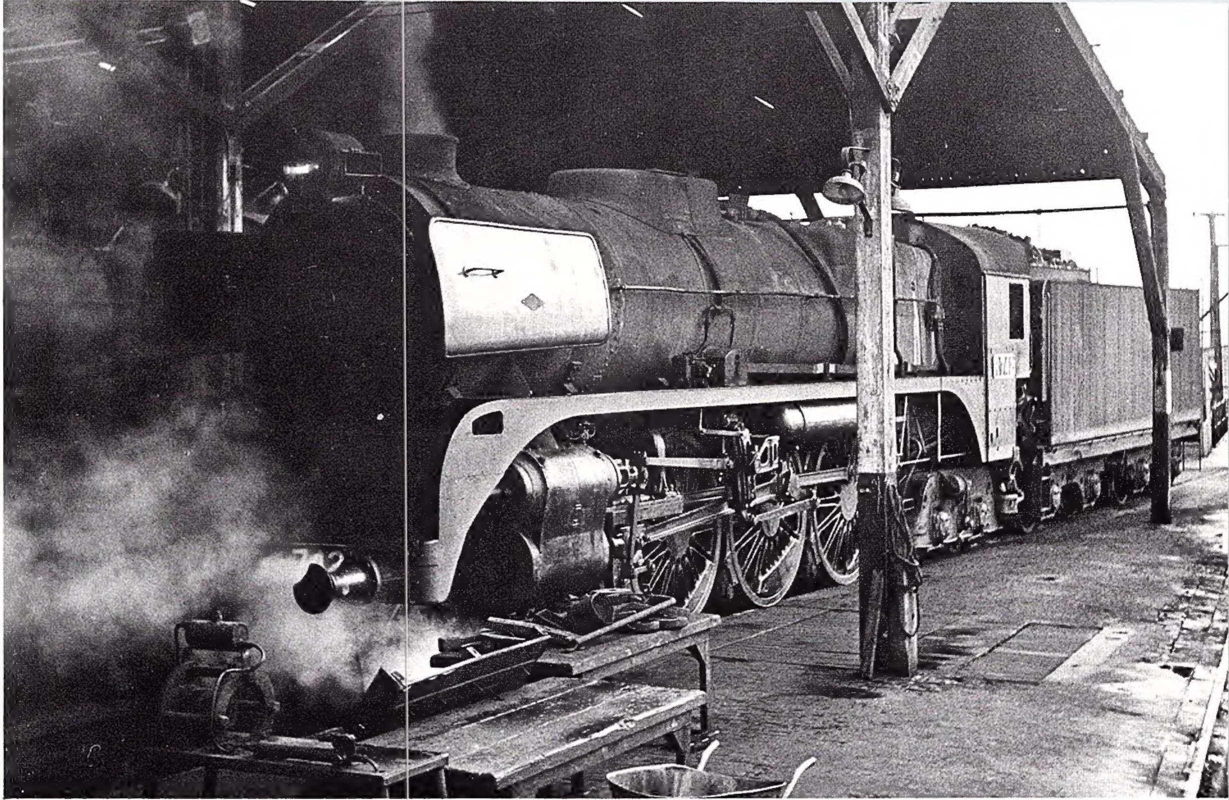
Past popularity of the line and attendances at tourist attractions in the area indicate that as well as providing a service to visitors, the project will provide a stimulus to local economy and a valuable option for future transport services in the region.

62RM leaves Lilydale with the 14 19 Down Healesville on 5.3.79. With a bit of luck we will be able to see a railmotor operating on this line in the not to distant future. (Late Geoff Bainbridge)





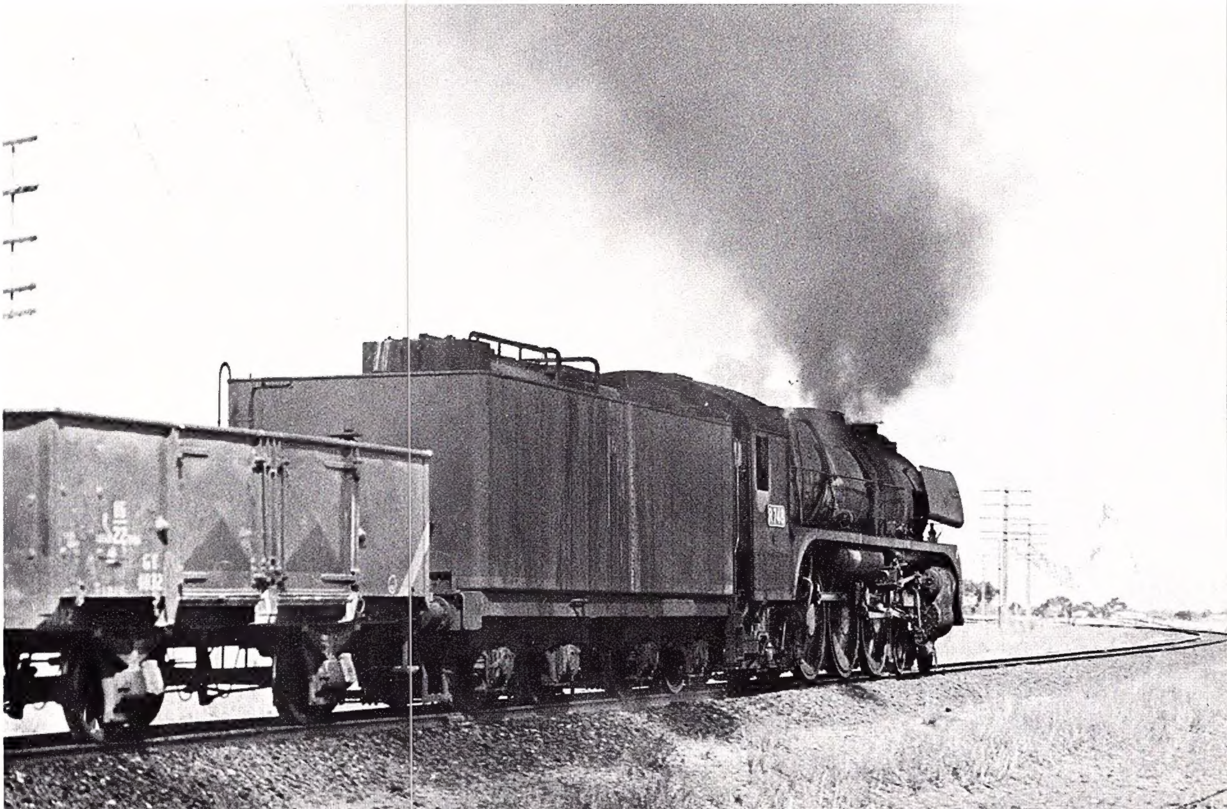
R735 climbs Stawell Bank with a motley collection of rollingstock as it heads for Ararat. (Late Harry Williams)

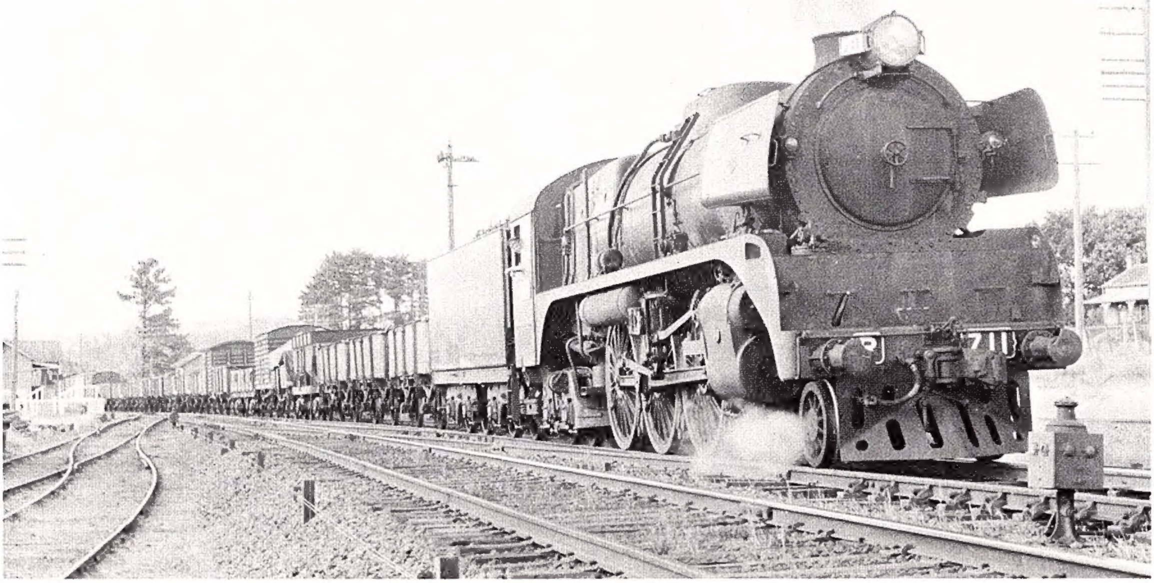


THE HUDSONS ARE COMING

Above: R742 being prepared at Geelong Loco for a fan trip to Mortlake on Sat.6.5.67. (Graham Withers)

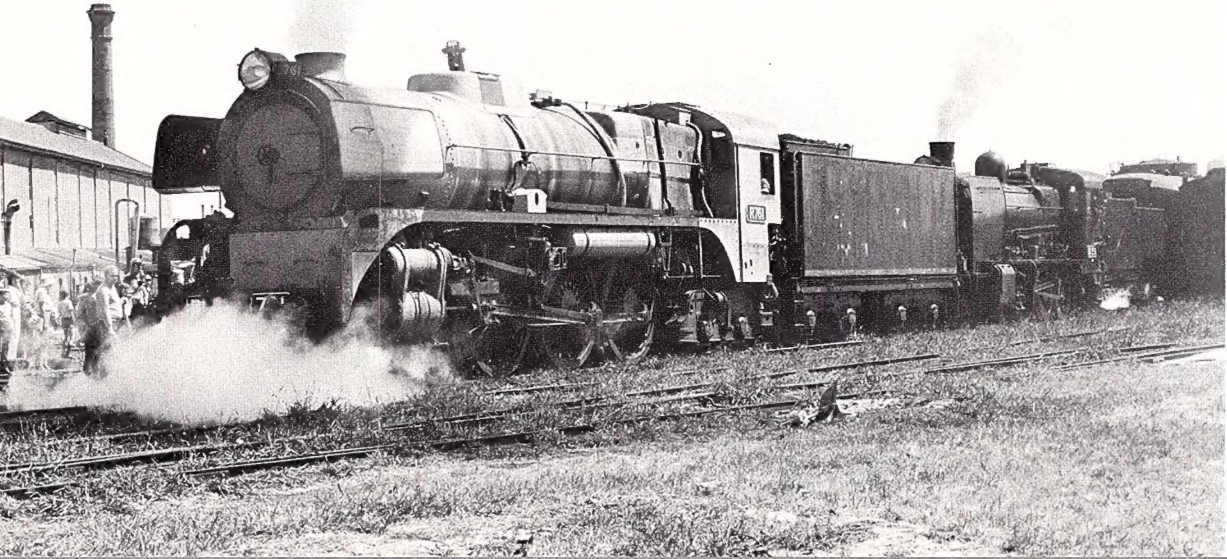
Below: R748 on a Dimboola to Horsham goods on Mon.13.3.67 at 14 55 near Pimpinio, it returned to Dimboola with the morning pass. from Melbourne. (Graham Withers)





R711 sits in the sun at Wandong with the 12 15 Seymour - Melbourne pickup on 4.1.62. (Lindsey Crow)

After many promises and three different homes, R761 moves under its own steam for the first time after major overhaul at the Steamrail depot at Newport on 16.12.84. K153 was used to assist the Hudson with braking due to a faulty compressor. (Ken Williams)



Murtoa — Portland test wheat trains

BL tests: The following is a report on test trains with VHGY wagons and BL locomotives and is reproduced from the AFULE Branch News:

The main object of the tests were to determine the rolling resistance of the VHGY wagons, to establish at what point the Stawell Bank should be levelled, and also to test the performance of the BL loco.

Sat.22.9.84, 361 express goods BL32, Dynamometer car, 38 VHGYs and van 854 tonnes. Various tests on Down grade. Train brought to a stand, bunched, then set back and reading obtained of force required to start the train and stabilise the speed. Other tests on Armstrong Bank with dynamic brake to maintain a balance speed at a set position of dynamics.

Between Stawell and Deep Lead on falling 1 in 300 gradient, the train was stopped, all brakes released and remained stationary which was expected by the test people as the rolling resistance of the train, as calculated by them, was sufficient to hold it on that grade without brakes.

More tests were conducted with the dynamic brake on the Bunyip Bank and starting tests were made on a flat piece of track between Lubeck and at Murtoa.

The return trip Murtoa - Ararat 362 express goods BL32-X31, Dynamometer car, 37 VHGYs, van, total load of 2933 tonnes, X loco hauled not powering, but manned so as to utilise auto staff exchanger. (Special permission was given to run the test trains with X trailing the BL and carrying the staff.)

The BL only was powering, speedo checks were conducted between Murtoa and Lubeck, speedo slightly out.

The train was stopped at Deep Lead Loop, then restarted to test performance. On Bunyip Bank, speed was around 20 km/h and steady; 40 km/h through Deep Lead Loop, 90 km/h at the bottom of Deep Lead Loop, before the climb Up through Stawell. (The BL was powered in notch 8 right through the dip.)

On Stawell Bank the speed gradually decreased back to 11 km/h as the train went over the top. It may be a debatable point as to whether the train would have made the grade if the speed had not been exceeded.

When the train arrived at Ararat, a test was made at the home arrival signal to see if the BL could hold the load, which it could not do, the X loco brake having to be applied to hold the train.

On Sunday the train consisted of X loco leading controlling the brake but not powering, BL, Dynamometer car, 31 VHGYs two vans — 2504 tonnes. Test trips were made to Ararat - Glenorchy, the train was stopped on 1 in 77 rising grade at Great Western Loop, and lifted from a stand with the BL alone and no problems.

For the next test the train was stopped with the locos on the bottom of the Pink Cutting, with the load on the grade then set back, but this time with a soap solution being sprayed in front of the leading wheels of the BL. The loco performed well, lifting the load, then increasing in speed, especially when one of the bottles ran out of solution.

The train was stopped, bottles re-filled with an oil solution and test repeated. This time manual power control was used to attempt the lift, but no result; X was powered to notch 3, and the train moved, but when the X shut-off power the train stopped. At this point the whole of the train was on a 1 in 50 grade. 1500 amps were obtained on the BL with normal power control and no wheel slip, even though stationary.

The train then ran to Glenorchy with a test on the Bunyip Bank, with both locos dynamic braking; X drawing 500 amps, BL600 a steady speed of 70 km/h was held.

On the return trip from Glenorchy, the Dynamometer car was placed between the locos. After departure the train was accelerated to 37 km/h then placed to notch 4, and speed maintained.

A stop was made at Deep Lead Loop, after re-starting onto the 1 in 100 Up grade the BL was put to eighth notch at a speed of 20 km/h, with the X going to dynamic brake. At the same time the oil solution was pumped on the rail in front of the BL. Little, if any effect being to create a lot of blue smoke as the blocks burnt. The speed was maintained at 20 km/h.

On this occasion the speed was held to 30 km/h through Stawell. The speed settled to 10 km/h with the ammeter fluctuating between 900-1500 amps. When sand was applied intermittently the amps steadied between 1500-1200. The train easily made the grade, but had been 4 minutes at the short time rating. According to the ammeter, six minutes is the maximum.

A stop was made at the Up home arrival at Great Western Loop and lifted OK. On descending Raymond's Hill, the dynamic brake held the train successfully at 75 km/h.

Another stop was made between Armstrong and Ararat on 1 in 100 Up grade. It was here the oil solution was found to be still dripping onto the track, even though it was turned off after the Deep Lead test. This gives a good indication of how the loco will cope with greasy rail through Stawell.

The test at this point was made with the oil again being sprayed onto the track. Manual power control was used, and the train began to move but with difficulty. Initially the X loco brake had to be applied to hold the load as the BL would not hold the train. As the BL was having difficulty lifting the load, the X was powered to notch 3, then shut off as the load lifted. On arrival at Ararat the loco failed once again to hold the train with the BL alone.

On Mon.22.9, a test trip was made to Portland, with two tests being made over the 1 in 50 grade at Strathkellar.

The tests involved passing the bottom of the grade at a set speed, the second test a speed at 50 km/h and the grade climbed easily. The load for this test was 2589 tonnes.

The weekend tests showed that the "super series" loco does perform extremely well, even better than most expected; even under adverse conditions as was discovered on the Sunday test with the oil dripping through Stawell the loco overcame the difficulty.

The only problems drivers are likely to have is if the Stawell Bank is not regraded and the loads increased anyway, then they may exceed the times given at the short time ratings, but I believe the loco would continue to pull until the traction motors disintegrated.

We look forward to the management report and recommendations arising from these tests.

ARARAT — GLENORCHY — MURTOA
ARARAT — HAMILTON — PORTLAND

The following Special Test Trains with the Dynamometer Car will operate for Departmental purposes as follows:

Saturday, 22nd September, 1984

DOWN:		361
Ararat	dep	11 40—Tests in section
Murtoa	arr	14 20—8146, Tests in section
UP:		362
Murtoa	dep	16 15—Tests in section
Stawell (see note)		17 40*
Great Western		17 59*
Ararat	arr	18 35—9129, Test in section

Sunday 23rd, September, 1984

DOWN:		361
Ararat	dep	08 15—Tests in section
Glenorchy	arr	09 42—Reverse
UP:		362
Glenorchy	dep	10 10
Stawell (see note)		10 44*
Great Western	arr	11 10—Reverse
DOWN:		363
Great Western	dep	11 40—Tests in section
Glenorchy	arr	12 35—8105, Reverse
UP:		366
Glenorchy	dep	17 10
Stawell (See Note)		17 46*—Tests in section
Ararat	arr	18 50

Note: The Test Train is to have an express run through Stawell on the Up journey.

Monday, 24th September, 1984

DOWN:		361
Ararat	dep	07 30
Maroona		07 58*
Willaura		08 20*
Glen Thompson		08 45*
Dunkeld (see note)	arr	09 07—Reverse locomotives
	dep	09 25—Tests in section
Hamilton	arr	11 00—Reverse locomotives
	dep	11 35
Branxholme		12 10*
Myamyn Loop		12 40*
Heywood		12 58*
Portland North		13 40*
Portland Harbour Goods siding	arr	13 55

Note: For test purposes, the 'X' class locomotive will be reversed at Dunkeld and attached to the rear of the train.

The test train will operate several test runs between KM post 306 and KM post 312 in the Dunkeld - Hamilton section.

On arrival at Hamilton, the 'X' class locomotive is to be reversed to the front of the train to operate next behind the 'BL' class locomotive to Portland.

TRAIN LOADS

Saturday, 22nd September, 1984

11 40 (No.361) Ararat - Murtoa

'BL' class locomotive, Dynamometer Car (Test end trailing), 37 empty VHGY hopper wagons, 1 Bogie brakevan (815 tonnes).

16 15 (No.362) Murtoa - Ararat

'BL' class locomotive, 'X' class locomotive, Dynamometer Car (Test end leading), 37 loaded VHGY hopper wagons, 1 bogie brakevan (2915 tonnes).

Sunday, 23rd September, 1984

08 15 (No.362) Ararat - Glenorchy
11 40 (No.363) Great Western - Glenorchy
14 50 (No.365) Great Western - Glenorchy

'X' class locomotive, 'BL' class locomotive, Dynamometer Car (Test end trailing), 1 Bogie brakevan, 31 loaded VHGY hopper wagons, 1 Bogie brakevan. (2490 tonnes).

10 10 (No.362) Glenorchy - Great Western
13 30 (No.364) Glenorchy - Great Western

'BL' class locomotive, 'X' class locomotive, 1 Bogie brakevan, 31 loaded VHGY hopper wagons, 1 Bogie brakevan, Dynamometer Car (Test End leading) (2490 tonnes).

17 10 (No.366) Glenorchy - Ararat

'BL' class locomotive, Dynamometer Car (Test end leading), 'X' class locomotive, 1 Bogie brakevan, 31 loaded VHGY hopper wagons, 1 Bogie brakevan (2490 tonnes).

Monday, 24th September, 1984

07 30 (No.361) Ararat - Portland Harbour Goods Siding

'BL' class locomotive 'X' class locomotive Dynamometer Car (Test end leading), 31 loaded VHGY hopper wagons, 1 Bogie brakevan (2465 tonnes).

Automatic Staff Exchange

The Automatic Staff Exchange apparatus is to be used where ever possible between Ararat and Murtoa for these test trains.

As the 'BL' class locomotive is not equipped with Automatic Staff Exchange apparatus, permission is hereby granted by the Superintendent, Safeworking, for the Electric train staff to be carried by the 'X' class locomotive when operating as the trailing locomotive on test trip number 362 on Saturday 22nd September between Murtoa and Ararat, and on test trips numbers 362, 364 and 366 between Glenorchy and Great Western ex Ararat on Sunday 23rd September, 1984.

PLACEMENT OF DYNAMOMETER CAR FOR THE OPERATION OF THE TEST TRIPS SHOWN HEREIN

Saturday, 22nd September, 1984

DOWN: Attached to 07 55 (No.8105) Spencer St - Dimboola pass., arrive Ararat 10 58 (Test end trailing). Then attach to 11 40 (No.361) Ararat — Murtoa Test Train, Schedule herein.

Monday, 24th September, 1984

UP: the Dynamometer Car is to be worked from Portland to Ararat on a suitable train as arranged by the Senior Train Controller, Ararat after completion of the 07 30 Ararat - Portland Harbour Goods Siding Special Test Train on arrival at Portland.

Tuesday, 25th September, 1984

UP: Attach to 06 50 (No.8130) Dimboola - Spencer St pass., departing Ararat 08 38 and arrive Spencer St 11 44 (Leading vehicle).

Locos were BL32 and X31 throughout. X32 was rostered but had defective staff exchangers and went home on the Up Mount Gambier express goods on Saturday morning, 22.9. X31 came out on 8105 (11 45 Down goods) X47 and B64 that only went to Ballarat. The X class was used only as a staff exchanger and was not powering. The tonnages shown are inclusive of the X. All trips up Stawell Bank were with BL32 unassisted, the BL powering even with the X leading. Note: normal maximum single engine load is 1800 tonne with a C class non-stop through Stawell. [Editor.]

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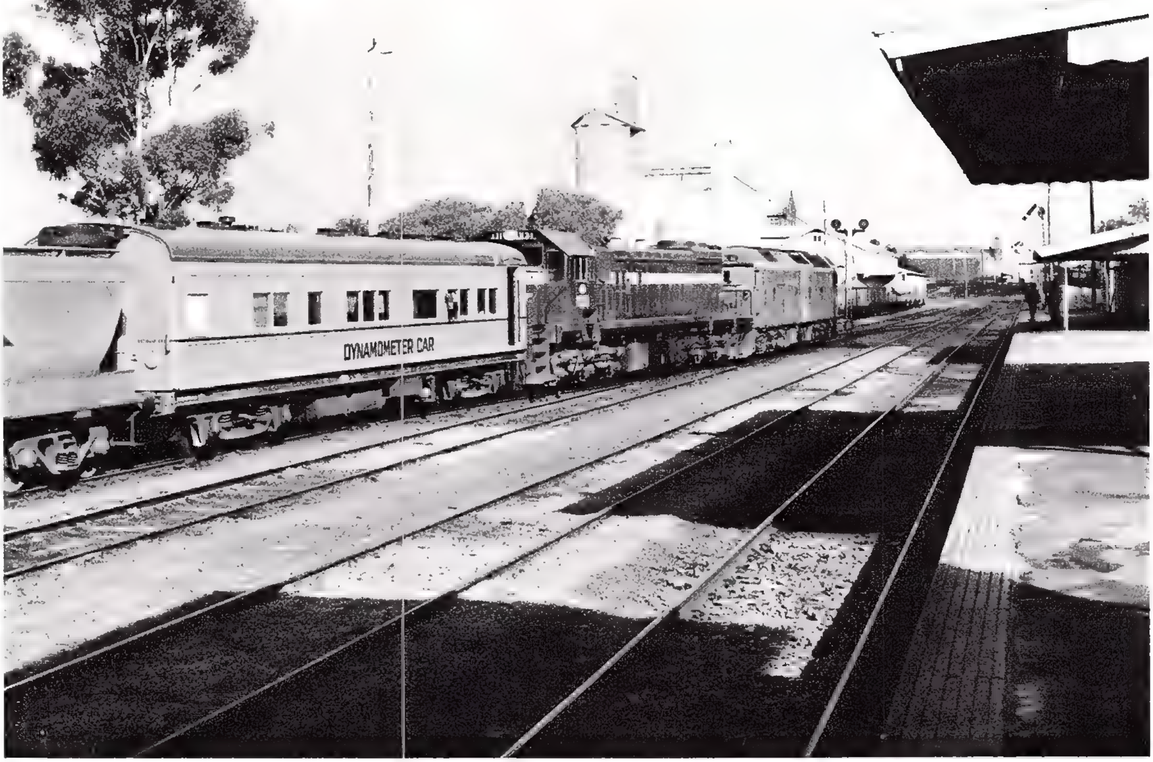
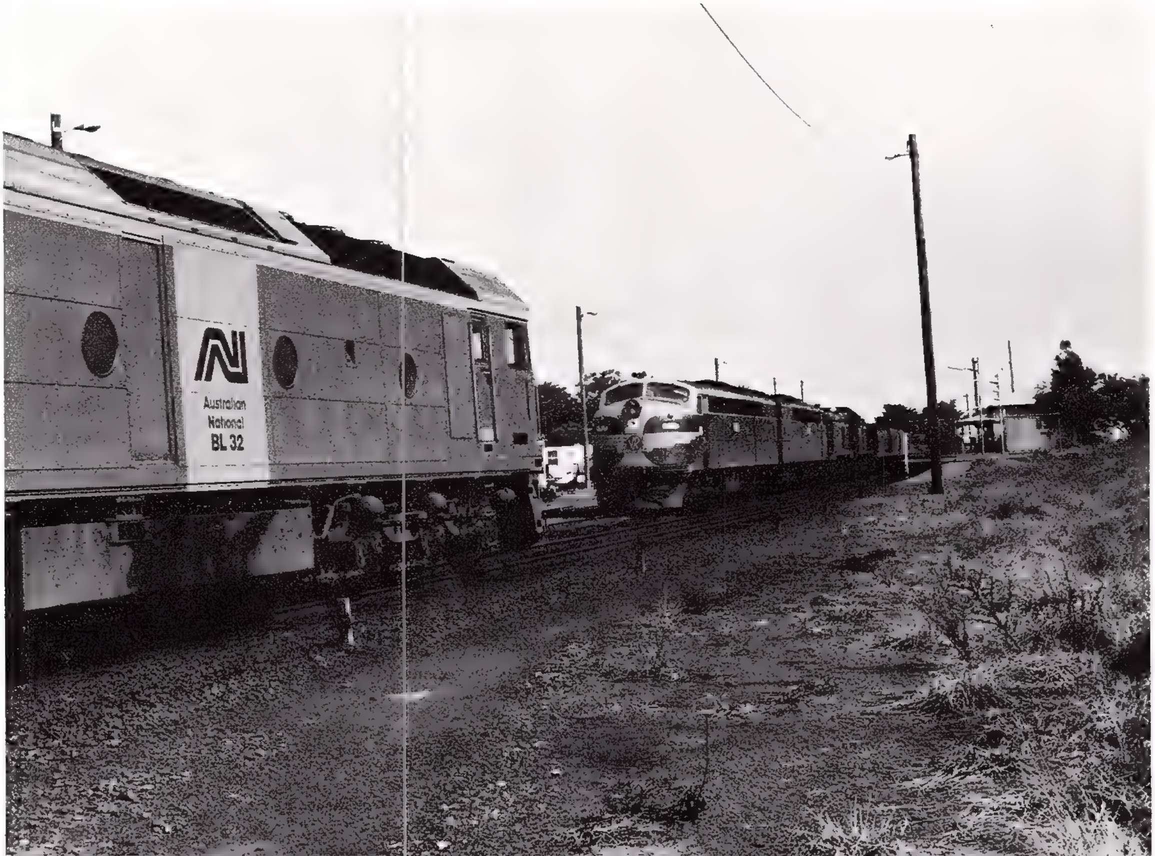


BL32 leads X31 and the Dynamometer car as they sit in the sun waiting for the road on 22.9.84.

BL32 crosses another block grain train hauled by two S class and two T class at Heywood on 24.9.84. (Both photos V/Line)

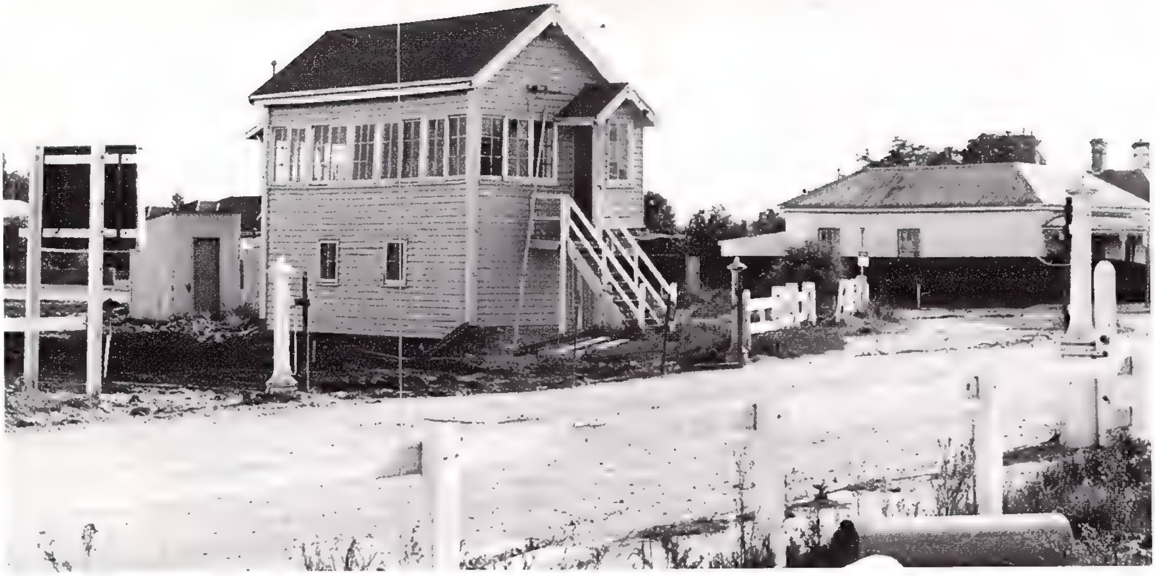


Yesterday's Memories

Above left: A house with a railway view. The turntable and ash pit at Mornington during August 1971. It is hoped they will be used again soon as a preservation group works to reopen the line.

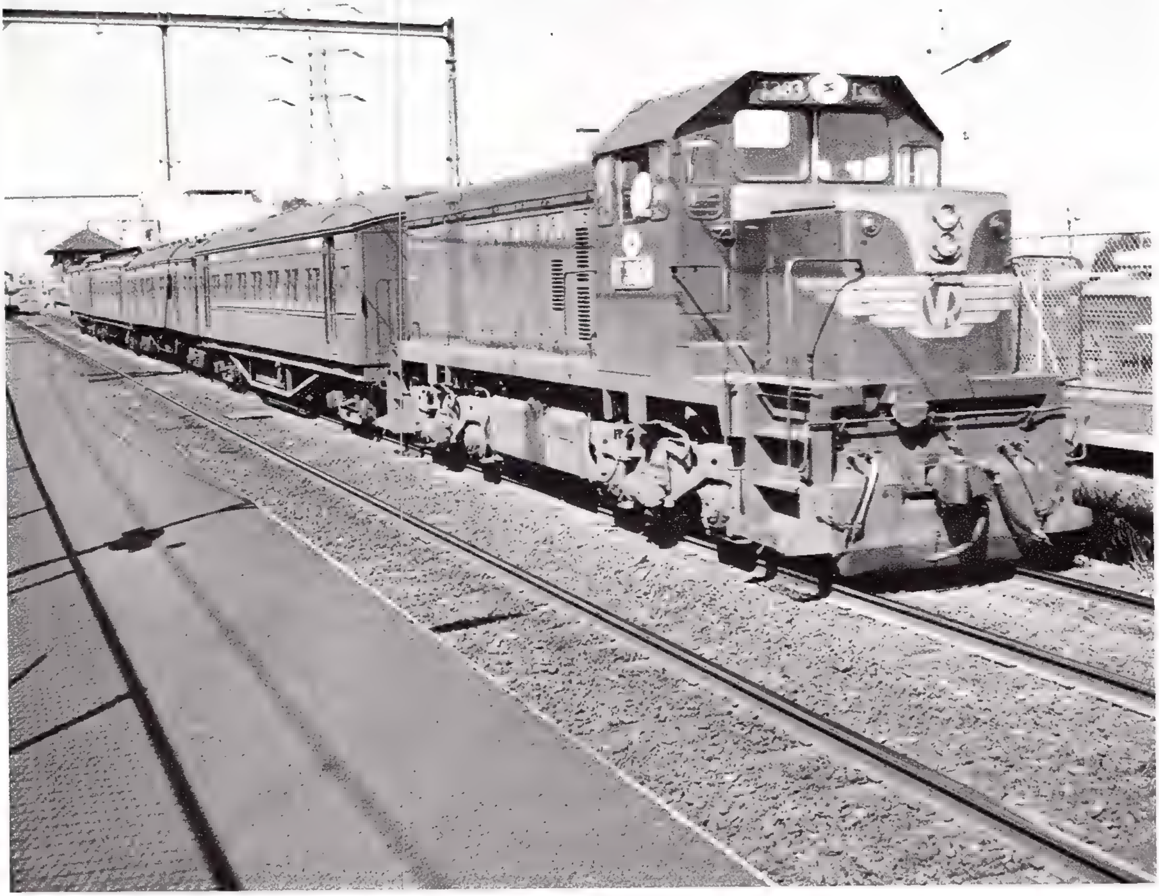
Above right: All Tait sets have been withdrawn for revenue service now due to asbestos in the brakeblocks. Here we see a seven car set at Epping in August 1971.

Below: People wait as the crew change ends on a swing-door suburban set at Thomastown in January 1937. (All photos Stewart Browne)



With the rails and gates removed, Sale signalbox did not have to wait long before it was removed also. 11.5.84. (Bill Gras)

Blue T class on red car sets are nearly a thing of the past. T383 rolls through South Kensington as it heads for Geelong on 29.3.84. (Stewart Browne)



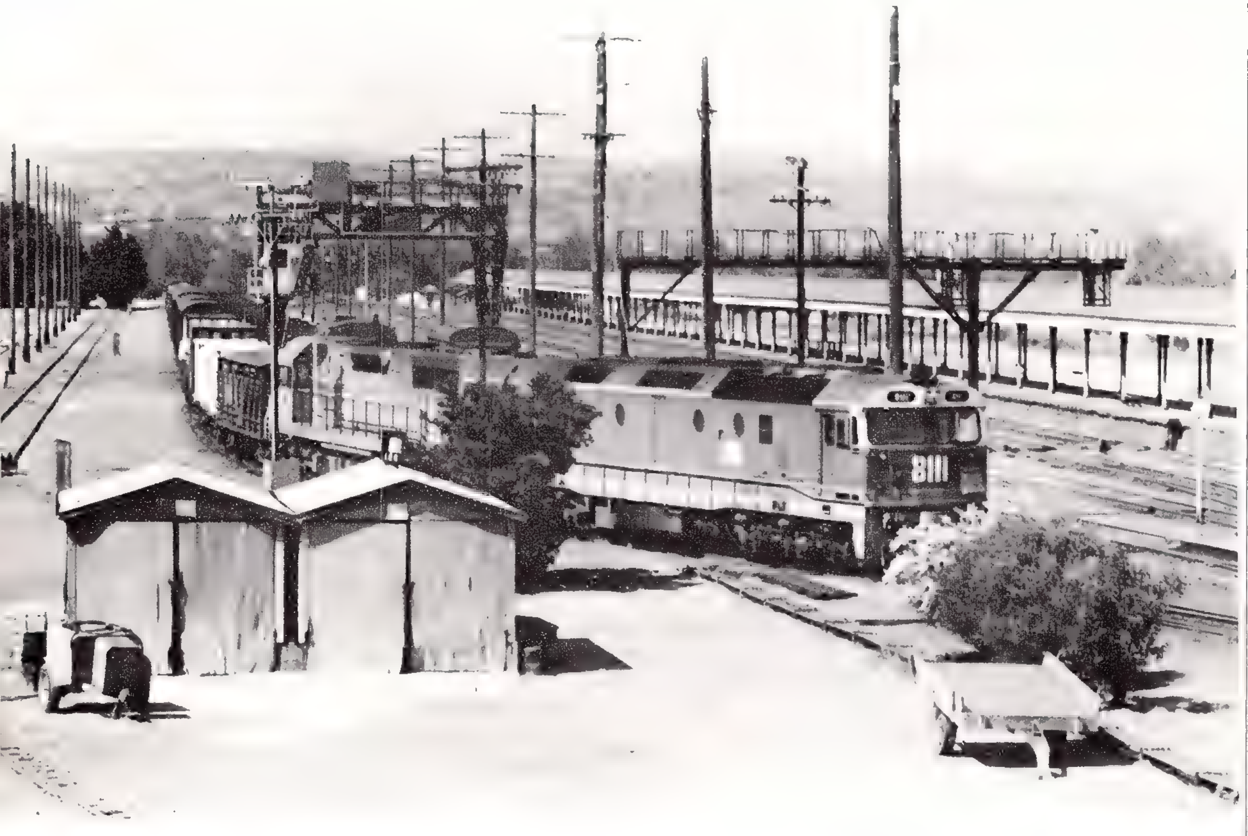
C503
C503
C503

General News

Preservation News: D3 639 moved under its own power at the SEC compound Creswick Rd, Ballarat on Tues.30.10.84. On Sun.4.11, it was observed moving up and down a 200 metre length of track in the SEC area with carriage *Pioneer* and a ZL van attached. Rides were being given to the public for a donation. *Pioneer* is to be restored at Ballarat by the local Steamrail group. Preparations are also being made for repair work on K184 to be done at Ballarat. Some spare parts have already arrived. The work is mainly boiler retubing and is expected to take about one year to complete. (WDSRS)

NSW grain: Grain growers in the Riverina have been told that a commitment about the amount of wheat that will be carried by V/Line if Victoria is to continue to provide rail transport for the harvest. The General Manager of the GEB told a meeting of buffer zone growers at Urana that the Victorian grain handling system could accommodate six million tonnes leaving a surplus of about two million tonnes. Victoria was happy to ship grain from the Riverina to terminals at Geelong and Portland but needed an indication of the future requirement if it was to maintain rail facilities such as the line into NSW through Tocumwal. Victoria had allocated trains to carry wheat from the buffer zone during the forthcoming harvest, however there had been no indication from NSW of how much grain would go into the Victorian system. NSW has been transporting grain to its own terminals at subsidised rates for the past two years, however there is already a backlog of grain from the previous harvest. (FS)

The cheap rates offer in the Southern Riverina is to avoid grain "leaking" to Victoria, NSW is very parochial. There is four million tonnes held over in NSW country areas from the 1983/84 harvest and another six million tonnes expected this harvest — a total of ten million tonnes. Even if the system works properly, it (the NSW system) can't handle much more than four to five million tonnes per year. So the ten million would keep them going for two years even if no more grain were harvested in that period. Eventually it is likely that NSW will be forced to conceed grain moving to Geelong from the Southern Riverina just to keep the grain moving. [Editor.]



Centre Pages: C503 in new V/Line colours, climbs away from the Moorabool viaduct with a Down goods. Thurs.8.11.84. (Roger Gillard)

Above: 8111 hauls dead L253 out of Albury, on 10.11.84. The L class was being returned to Western Australia. (Kelvin Russell)

Traffic

WARRNAMBOOL LINE & BRANCHES

Geelong sightings: All Sat.3.11.

B72: Down 11 00 Geelong pass., then ran the 12 30 Up pass.

T350, T341: Up goods.

X39: Down 12 00 Geelong pass., then ran the 13 30 Up pass.

X37: Down goods.

A73: Down 13 00 Geelong pass.

B84, A77: Down 18 25 Warrnambool pass. (PF)

Sightings:

Sat.20.10: ANR locomotive 938 in the green and yellow colours hauled an ARE excursion to Geelong and Colac. The locomotive was turned on the Colac turntable and No.8256 pass. (S306-301-X39) went through before the train departed for Melbourne at 14 30.

Sat.27.10: S308, A73 hauled No.8265 pass. The train was approximately 25 minutes late leaving Terang. (WDSRS)

SERVICETON LINE & BRANCHES

Multi units: All at Stawell except where noted.

Fri.22.11: X31, T347, T356 – Up grain, 18=36 (T356 detached), 16 30.

Sat.3.11: T401, T388, T 343 – Down grain, 67=68, 07 15. 934, 938, X52 (dead) – Up goods, 36=72, 18 30.

Wed.7.11: G511, X31, T360, T333 – Down grain, 36=72, 07 30. T355, T402, T360 – Up grain 46=47, 19 25.

Thurs.15.11: T374, T354, T401 – Up grain, 16=32, 13 30.

Sat.17.11: T386, T348, T360 – Down ballast, 17=33, shunted 09 45. Returned as 23=39 at 10 15.

Sun.18.11: T360, T348, T386 – Up ballast, 22=44, Ararat 10 00.

Thurs.22.11: T401, T357, T392, S304, Y159 – Down grain, 21=42, 08 20.

Fri.23.11: T368, T387, T343, T379 – Up grain, 38=76, 16 30. T378, T369, Y159 – Up grain, 39=40, 19 40.

Sat.24.11: X49, 937, T380 – Up Jet, 40=102, 08 45. (PJM)

Depot visits: Ararat, October.

Sun.7.10: C509, S300, T354, 355, 368, 380, W263, X46, Y147, 156, 158.

Sun.14.10: S300, T333, 355, 358, 380, 381, 400, W263, X48, Y116, 147, 156, 157, 159.

Sun.21.10: T333, 343, 354, 378, 380, 390, 400, W263, X50, Y125, 155, 156, 158, 159, 933, 937.

Sun.28.10: S300, T347, 355, 388, 392, 401, W263, X46, 53, Y140, 155, 156, 934. (PJM)

Sun.4.11: Ararat – C509, S300, T357, 370, 371, 373, 380, 390, 392, 399, W263, X52, Y125, 140, 155, 156.

Sun.11.11: Ararat – G511, S305, 308, T357, 401, 409, W263, Y156, 157, 159.

Tues.13.11 (strike day): Ballarat East – S306, W243, X43. Ararat – C508, 509, T347, 355, 360, 370, 380, 386, 388, 390, 392, 409, W263, X45, Y125, 156, 158, 159.

Sun.18.11: Ararat – C509, H1, S315, 317, T343, 347, 348, 355, 360, 386, 409, W263, Y140, 155, 156, 932.

T343 pauses at Gheringhap with a ballast train consisting of newly constructed VHMY wagons on Sat.18.2.84. (John Dare)

Sun.25.11: Ararat — C509, T335, 343, 369, 373, 379, 393, 402, 410, W263, Y151, 155, 159. (PJM)

H class goes west: H class locos now venture into the far west. On Sun.19.8, H5 was noted at Ararat Loco, while on Thurs.4.10, H2, T328, S315 Down light engine crossed X47, 937, 938 Up Jet at Great Western at 13 45. Class leader H1 was at Ararat Loco on Sun.18.11. With the advent of the As, BLs, Gs and 930s, the Hs make five "new" locos to be sighted in the west in the last year. (PJM)

Revision of locos permitted on various routes have grouped C, G, BL, and H, together. So now H class are allowed to Ararat and beyond but are no longer permitted to Bendigo and Wodonga. [Editor.]

V/Line B80: B80 was noted on the Horsham pass. on Sun.28.10 in V/Line colours. Similar to A class locos. (PJM)

Bacchus Marsh timetable changes: As from Mon.19.11, a number of changes were made to off-peak Bacchus Marsh line rail services.

To Melbourne, the 10 55, 12 45 and 14 30 trains will not run. However, a new service will leave Bacchus Marsh at 11 25. Ballarat trains to Melbourne will now stop additionally at Bacchus Marsh 12 35 and at Melton 12 47 and 15 46.

To Bacchus Marsh, the 09 05, 11 05 and 13 05 trains will not operate, with a new service leaving Spencer St at 09 55. Also the 08 55 and 12 30 trains to Ballarat will now stop at Melton and Bacchus Marsh.

Road coaches will operate the 09 25 and 15 45 services to Melbourne, and the 07 53, 14 05 and 18 35 services to Bacchus Marsh on weekdays while the 06 30 service to Melbourne on Saturdays will also be a road coach.

Similar changes on Kyneton line. Buses are temporary to save crews. [Editor.]

Spring pruning?: Stories circulating locally indicate that the closure of the last branch line in the Western District may be imminent. The branch line referred to is, of course, the Timboon line. Although there has been no announcement via official channels, it is believed that trains are no longer permitted to operate beyond VAL siding at the Curdies River bridge. One story has the bridge being no longer in a trafficable state, while another story has the track beyond the bridge no longer being in a fit state for further traffic. Trains continue to run to VAL siding, but how much longer the service can continue on ailing track remains to be seen. (WDSRS)

Bridge is OK but track beyond to Timboon (about 5km) is unserviceable account sleeper condition. Line is now Y class only at 15 km/h. [Editor.]

ALBURY LINE & BRANCHES

New operations centre: Wodonga will become a operations centre for the north-east division. By the end of 1985, about 40 personnel will be moved from Seymour. Harry Schrang will transfer from Seymour to Traralgon shortly to take up a position as regional operations manager. The date that operations will cease at Seymour is not yet known. The number of staff transferring to Wodonga is not definite. Mr Schrang said the closure at Seymour and the transfer to Wodonga will be a gradual process during the next year. The new operations manager for the north-east Mr Garry Merrigan of Geelong, will take up his appointment at Seymour and move to Wodonga with the regional manager of maintenance Mr John McLeod as soon as suitable accommodation can be found. (FS)

Depot visit: Echuca.

Wed.7.11: Y123, T in yard at 08 15.

Thurs.8.11: Y123, T at 08 15. Y164 in yard at 16 00. Y161, 7GHs, 34GYs, ZF, arrived at 16 10 as Up goods. Y105, 123, 161, 164 at 17 45.

Fri.9.11: Y123, 138 at 16 15. Y105, Y123 (engine bay doors open due to hot weather), 9 containers, 5 GYs, VOWA, U, VOCX, 3 VTQYs, VOWA, 19 VOWAs, VOCX, 2 VLBYs, 20 containers, VVBP left up at 19 00.

Sat.10.11: Y138 with GHs arrived up at 10 15. Saturday working.

Mon.12.11: Y138, T at 08 15. Y123, 138, 161 at 17 45. Also Y164.

Wed.14.11: Bridge repairs started in preparation for line repair from midnight. Long grass around yard slashed.

Thurs.15.11: 2 Ys at 08 15. Y161 at 17 00.

Fri.16.11: Y138, at 08 15. Y123, 138, 161, 164 at 17 10.

Sat.17.11: Y161 at 14 00.

Mon.19.11: T407 at 12 30. Y164 at 17 00.

Tues.20.11: Y138, 164 at 16 00, plus Y123 at 17 15, and Y161.

Wed.21.11: Y164 at 08 15. T at 12 30. Y107, 164 at 16 15. VFFYs and VHMYs around at different times. (FS)

North-east observations: Fri.22.11.84 was my day off work so earlier in the week I booked a seat to Seymour. I boarded the bus at Kyabram station, which departed at 06 34, arrived at Tatura at 07 03, T342 was just departing with the Down Echuca goods as we arrived. The bus arrived at Murchison East to meet the Up Cobram pass. at 07 31. T326 was shunting wheat hoppers in No.3 road as B68 came into the platform with our train, and we departed at 07 37.

It was the first time I had travelled in the new tangerine train, and in my opinion economy was first class. I arrived at Seymour at 08 13. The Up Cobram pass. departed platform 2 at 08 20. As I was heading towards the office to inquire about running times, 42203 hurried past at 08 26 with the Up *Spirit*. Within the next hour T400 passed with a Down empty block train with GH hoppers at 08 36, at 08 46 RM63 Down Seymour pass., 08 51 A77 Up Albury pass., 09 18 X40 down Albury pass.

I then boarded the Up Seymour pass., RM63 at 09 30. I was going to ride in No.1 end but I found I would probably be deaf by the time I got to Kilmore East. I wanted to see when an Up standard gauge would pass, like that in the centre page of *Newsrail* October edition, but that didn't eventuate. It was great to ride the DERM with the window wide open and the cool drizzling mountain air flowing by the window. As we rounded a bend L253 on an Up goods was waiting for the Down *Daylight* to pass in the Broadford loop. Just before Kilmore East at 10 02 T350 passed on the Down line with the Shepparton pass.

I arrived at Kilmore East at 10 09, 42216 passed with the Down *Daylight* at 10 41. I walked the tracks, up

A85 arrives at Mildura with the *Vinelander* on 6.11.84. (Roderick Smith)

and around the hills looking anxiously to see what was around the next bend. A couple of enthusiasts were setting up cameras on inclines for snapshots. One incline had excellent recordings for me. T409-S302 were on the Down Apex at 11 12. L253 noted beforehand on the Broadford loop passed with an Up container train at 11 14. For a while it was quiet until I could just hear an engine roaring around the hills, and about 5 minutes later at 11 58, GM23 came thundering up the incline with quite a load with fumes billowing out of the exhaust. What a sight and sound!

Back at the station Y102 was on an Up standard gauge ballast train at 13 03. At 13 13, A77 Down Albury pass., 13 46, B82 Down Shepparton pass., 13 54, S302-T409 Up Apex, 14 13, 42202 Down standard gauge goods, 14 23, T350 Up Shepparton pass.

At 14 26 I boarded RM63 for my return trip to Seymour. At Seymour Loco there wasn't any action — only RTs stationed there. Numbers were 11RT with a new motor, 30RT without any motor, and an RT in the shed completely rebuilt, number not noted, and J515 under restoration.

Foundations had just been laid near the fuel point and off one siding from the turntable, but there was no one there to ask what was going on. Y168 rounded the bend at 15 18 with the Up Shepparton oil and arrived in No.5 road. S311-T323 had came in beforehand with the Down steel and empty stock train and had arrived in No.4. The locos detached and T323 attached to the Shepparton oil. Y168 was commissioned pilot. S311 was turned and was on standby for the 15 09 Up Albury pass. which was delayed due to a breakdown. 42210 thundered through with a Down standard gauge goods at 16 37. At 16 39 the Up Albury pass. arrived with T326 and defective X40. T326 returned to Loco and S311 took over and departed at 16 58. Minutes later T323 departed with the Up Shepparton oil. Y102 passed light engine from the standard gauge ballast at 17 52 and headed for Loco. An exciting 1½ hours of train watching followed with B82 on the Up Shepparton pass. at 18 04, GM28, Down goods mainly motorcars at 18 05 and P11 with Down Seymour with a new 3-car H set. P11 departed at 18 25 with Up Seymour. 18 47, A77 Up Albury crossed A60 on the Down Albury at 19 00. 42201 Up *Daylight* 19 00. 19 05, T342 Up Echuca goods. X49-P14 Down Seymour pass., new 3-car H set. The whole train departed for Seymour Loco at 19 19. 42215 at 19 32 and an uncommon sight for this line was S304 double-heading with T335. The 6-car N set was crowded, virtually standing room only, which goes to show V/Line is on the improve. The V/Line rail snacks aren't that bad either with an exceptional choice of food. I boarded the bus at Murchison East at 20 25. Double-heading were a T and Y class in No.2 with the Up Shepparton goods, numbers not noted because of poor light. I arrived at Kyabram station at 21 25.

The last train for the night was B67 on a Down Echuca block grain at 21 57. Bs are now becoming a common sight working block grain trains on this line. An interesting day's train observing. (MT)

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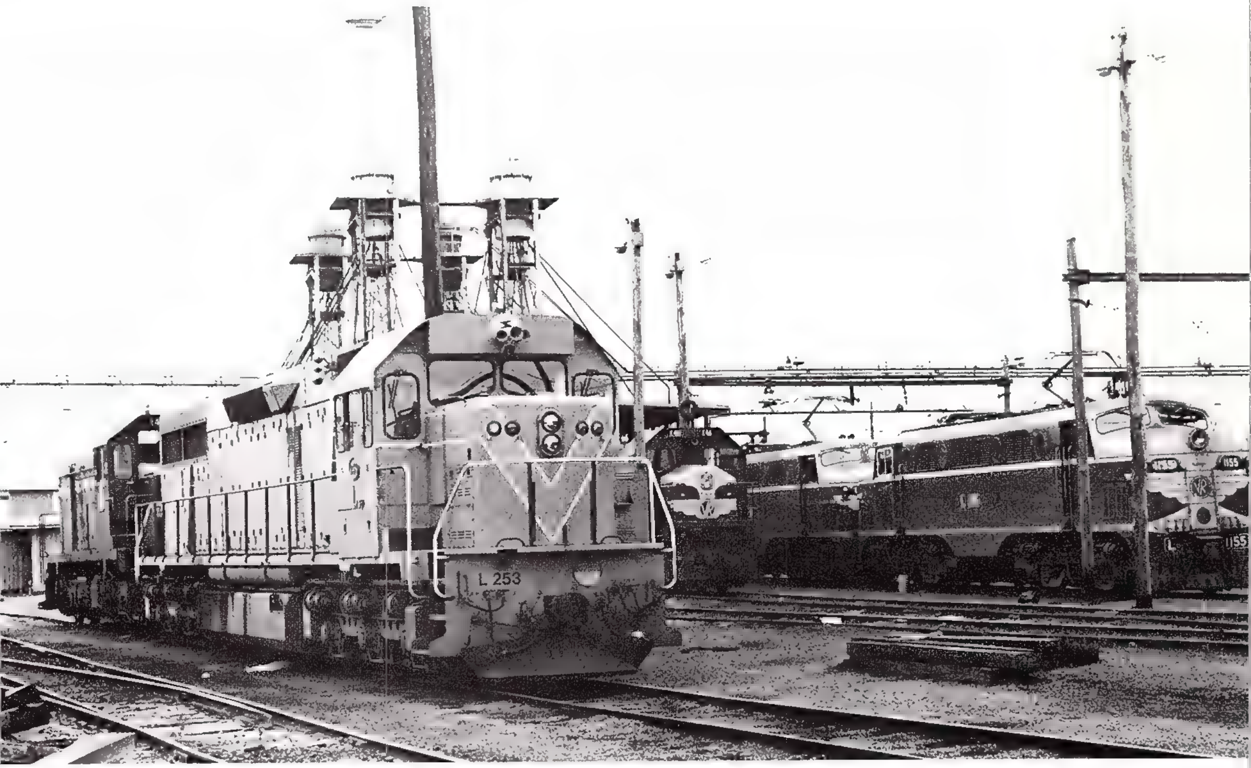


L classes at Dynon. Western Australia L class No.253 is coupled to T411 while the Victorian Railways' L1155 and L1163 look on. X46 makes up the photo. (Greg King)

North-east traffic notes:

Sun.11.9: 8321 — A71-34BE-3BS-1BRS-270BZ-33CE (tangerine).

Thurs.13.9: 8334 — A73-CD7-7AZ-230BRS-264BZ-1BG.

Fri.14.9: 8641 *Spirit* hauled by 42214; Wangaratta platform 22 08-22 11, 3 stops. GM23 hauling Down car train through Wangaratta standard gauge platform at 22 25.

Mon.17.9: 8318 — hauled by A77.

Thurs.20.9: 8321 — B68-31BE-264BZ-225BRS-7AZ-CD7.

Fri.21.9: 42216 — hauling 8661 *Daylight*, crossed L252 on Up goods 7=14 at Alumatta Loop at 14 35.

Mon.24.9: 8334 — A71-13CE-6BZ-227BRS-213BS-50BES.

Tues.25.9: T341-Y141 on Up goods 18=35 arr. No.2 road Wangaratta at 20 12 and set back along No.3 at Down end to cross 8321 completing move at 20 15. 8321 arr. 20 18: B68-50BES-213BS-227BRS-6BZ-13CE.

Fri.28.9: 8321 — A77-34BE-211BS-226BRS-270BZ-CD2.

Sat.29.9: 8305 — S313-31BE-264BZ-225BRS-7AZ-CD7.

Sun.30.9: 8341 — Cobram: X32-25BN-31BRN-33ACN (noted at Shepparton).

Tues.9.10: 8334 — A77-CD7-7AZ-225BRS-264BZ-31BE.

Sat.13.10: 8305 — hauled by A71, 4 cars and van D305.

Mon.22.10: 8305 — A71-201BS-213BS-227BRS-254ACZ-D305.

Tues.23.10: 8334 — X42-D328-255ACZ-224BRS-3BZ-204BS.

Wed.24.10: 8334 — A60-D347-51ACN-49BRN-4BN.

Fri.26.10: 8311 — A60-211BS-270BZ-226BRS-8AZ-CD2. 8321 — A77-2BZ-1BRS-252ACZ-D309 (set Z52).

Sat.27.10: 8305 — B63-211BS-270BZ-226BRS-8AZ-CD2. (DMG)

SUBURBAN LINES

ANR in the suburbs: ANR locomotives have begun appearing on the Long Island goods trains passing through Mentone. BL26 *Bob Hawke* was noted on Mon.22.10 and 933 on Sat.27.10. An interesting combination of V/Line engines was noted on Sat.3.11, when orange B64 headed B63 in blue livery on an Up goods. (JAC)

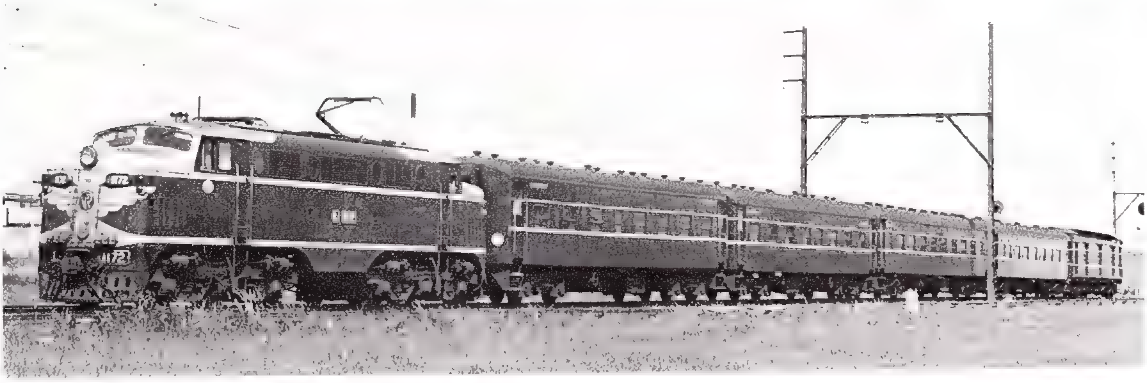
Opposite: Vanishing sights the 15 10 Up Warragul pass. is seen on four consecutive nights at Huntingdale.

Mon.26.11.84: L1172-29BE-16BE-2BW-30AE-7CP.

Tues.27.11.84: L1158-50BES-31BE-19BE-52AE-15CW.

Wed.28.11.84: L1167-36BE-57BES-47BEL-34BW-5CD. Wooden sets no longer work to Gippsland.

Thurs.29.11.84: L1172-2BK-1BK-3BKL-1AK-19CE. This set now only runs to Geelong and Bacchus Marsh. (Roderick Smith)



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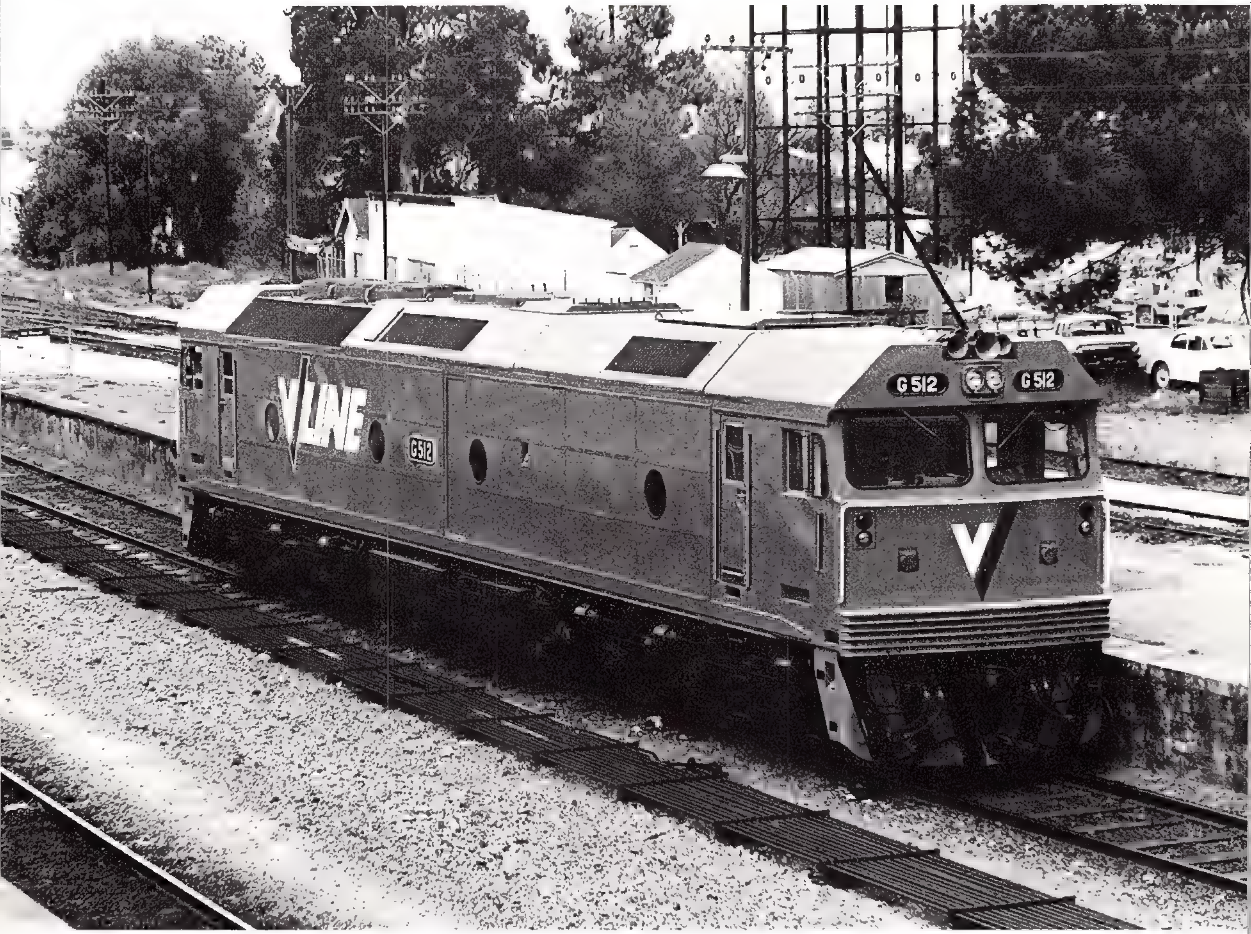


G512 sits in the platform at Gawler, South Australia while on its first test trip on 24.10.84. (M C Broad)

G class: Less than a fortnight behind G511, sister unit G512 arrived in Melbourne on Fri.26.10, being hauled in an Up Jet behind C502, passing through Werribee at 20 46. Four of the ten Adelaide built units (i.e. G516-525) are destined for standard gauge Sydney runs, inter-working with 81 class. (PD)

G511 was due 30.11.84, G515 on 30.1.85. However, all five were in Victoria by 21.12.84 — probably a record. 516-525 will be built in Adelaide while N461-475 will be built at Somerton. In five working days to 21.12.84, P17, B78 and G515 were all delivered — three classes and 6240 hp in a week. [Editor.]

442 class: After a brief visit to Melbourne in mid-August, 44225 returned again in mid-October, being on the standard gauge turntable, Dynon, Wed.24.10. (PD)

44223/25/26/29 are now set up for through running. A number from group 44220-44234 will be done. [Editor.]

B class: B80 was running, following overhaul and repaint, by Wed.3.10. B76 has now been at Newport for several months, being overhauled, and another unit is due for overhaul early 1985. This is made possible by the number of parts stripped from the units converted to A class. So, barring explosions, fires, collisions, etc. these locos should run at least another five years. (PD)

P class: Unit P15 was noted at Spencer St with newest set SH27 on Mon.22.10, having just returned from the official opening of the Martin & King, Somerton plant. The loco left the set at Spencer St, then returned to Dynon and was still not in service, late October. T327 went in July and I think 331, 334, 339. (PD)

The latest locos to go are 338, 328 and possibly 337, only one more to go to provide thirteen T class withdrawn. The original series 320-326 have fabricated bogies and are not suitable for conversion. [Editor.]

Wooden cars: Numbers are dwindling rapidly. Two CEs (13 and 31) are still around, but only as spares — 37 and orange 33 have both gone to Newport for scrap, and 37 and several others (29 and 18) were seen being loaded onto semi-trailers on Tues.16.10. Four CW vans (4, 9, 14 and 15) still get used occasionally. With the return of *Moorabool* for the *Train of Knowledge*, 43BPL has gone for scrap, leaving 29BCPL as the only PL in use. Cars seen at Newport for scrap during October included 7CV, 8AW, 22AW, 58BES, 73BPL, 75BPL, 32AW, 7BW and RM trailer 32MT. (PD)

S and Z cars: Car 267BZ (ex 4BZ), though back at Spencer St on Mon.17.9, did not enter service until Tues.18.10. Car No. 254 ACZ (ex 4AZ) was back on Thurs.11.10 and in a set later the same day. *Spirit* car 274VFK has just been overhauled and joins other 'fresh' cars 260VBK, 261VBK and 263VBK.

A class: A85 is used on the *Vinelander* and 13 50 Bendigo (and corresponding Up service) continously, arriving with the *Vinelander* one morning, running the Bendigo service the same day, and the Down *Vinelander* the same night, returning two days later. A62 is a Swan Hill regular. The other units run mainly to Albury, though the Dimboola and Bendigo services manage one occasionally, and the odd unit (mainly A71, 73 or 77) runs Ballarat, Geelong or Warrnambool trains. (PD)

Bogie markings: Bogies formerly prefixed XB and XC and progressively being recoded VXC, and bogies under passenger cars are now beginning to be visibly coded. Some recent sightings are as follows:

Westrail WOAX33051 noted at Wangaratta on 9.10.84 on bogies VXC17520 and VXC18076, both bogies marked DW 9.86.

VTQY292S, lifted at Newport 9.84 on bogies VXB3372 and VXB1102. Both bogies DW 9.89.

Passenger car 211BS is fitted with bogies VSP521 and VSP522, whilst car 201BS rides on bogies VSP523 and VSP524. The later two bogies are stencilled DW 8.86. (DMG)

B vans at Shepparton: Sixteen B vans are presently stored at Shepparton on No.6 road (behind goods shed) and in order from Up end are: 295-253-372-373-159, space, 331-236-121-210-43-168-101-225-87-29-51. All vehicles are stencilled 'Off Reg.', having been in storage at Wallan for a number of years (first noted at Wallan by correspondent on 10.10.80), and recently all have been taken out of storage and forwarded to Shepparton. The Westinghouse brake exam has been carried out on all B vans, even though all of the B vans are now past their due lift date, account Off Register. B159-373-372-331-236-121-210-43 all show PV due 9.85 BA whilst the remaining B vans show PV 9.85 SR. Whether the vans with the BA (Benalla) first went to Benalla before Shepparton is not known but is unlikely (SR=Seymour). B253 carries a green card, being marked off at Shepparton on 22.9.84 and is to be sent to Seymour for repairs to the door catch. B vans first noted stored at Shepparton on 22.9.84, and were still located on No.6 road on 21.10.1984. (DMG)

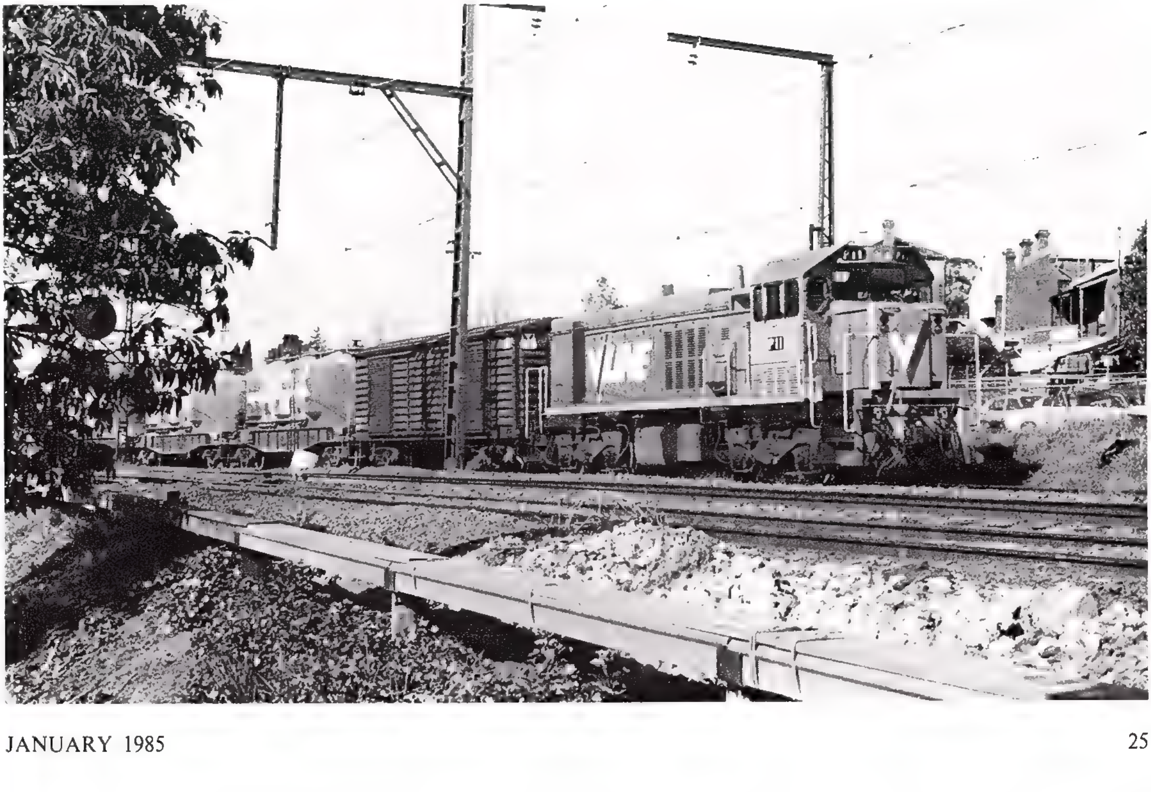
Y class brake hoses: V/Line Y class locos noted at Ararat now have two brake hoses in lieu of one. (PJM)

High noise levels in loco cabs: Since the latter part of 1983 and throughout 1984, the AFULE have become increasingly involved in seeking to reduce the noise levels in their work environment.

Some limitations had to be placed on a number of Comeng trains, A class locomotives and S317, to bring pressure on management and highlight the concern regarding the noise issue.

Since the noise program commenced, management have shown a responsible approach to the matter and have co-operated with the Union in a genuine attempt to reduce in-cab noise levels.

P11 hauls an Up Lilydale goods through Surrey Hills on one of its rare trips to the eastern suburbs. 31.8.84. (Roderick Smith)



The officers were aware of some concern from the crews due to having locomotives and trains tied up and out of running. However, protection of members hearing is of paramount importance and all steps had to be taken to deal with the problem.

With this in mind, discussions were entered into with management on the noise problem. Whilst we acknowledge that to deal with the total problem of noise on the in-service fleet, would virtually close down the system, what had to be determined was the starting point for noise containment.

The Union had received complaints regarding noise on Comeng trains and indications coming forward were that the A class noise levels were beyond those we had expected, as set out in the specifications. Here we had new equipment that we would have thought would provide the absolute in noise attenuation built in, however, indicators suggested otherwise. Likewise with S317, which had been rebuilt, one would have thought this locomotive would have received maximum noise attenuation, not so.

Management agreed to bring in outside noise consultants to investigate what could be done to address the problem.

The firm of Vipac was engaged to investigate the noise problems on Comeng trains initially, then later the A class and S317.

The suburban train testing working party members were involved in all facets of the investigation. The tests were carried out on a two motor set and as each noise source was identified, modification was carried out to ascertain the noise reduction achieved.

The noise readings on the test motors at the commencement were in the middle 80 D(ra) range. At the completion of the investigation, levels in the middle 70 D(ba) range had been attained which the Union believed was a considerable achievement.

The modifications necessary to reduce the noise levels were:

1. Carpeting of the floor in the guard's compartment.
2. Accoustic treatment under drivers' floor, drivers' desk, electrical cabinet and radio compartment.
3. Modify traction motor ducts.
4. Carpet rear wall of drivers' cab and above side windows.
5. Fully isolate whistle.
6. Seal demister vent.
7. Seal gap between brake pedestal and wall.

Following the report from Vipac, management entered into discussions with Comeng who were able to indicate that the modifications could be incorporated into cars on the production line from 477M onwards, and retrofit program for cars in service could commence late July and proceed at the rate of one three-car unit per week.

Following the success of the noise investigation and indentification on Comeng suburban trains by Vipac, management agreed to have them engaged for a similar exercise on the A class.

A71 was the principal locomotive used to conduct the tests. The cab committee were fully involved in the testing program and were able to monitor and report back to the divisional office on all aspects of the tests, as had the suburban train testing working party.

Firstly, Vipac had to identify whether the noise path was structure born or acoustic borne.

Static noise and vibration testing indicated that in notch 8 (90 km/h), the cab firewall and floor were dominant paths of noise ingress. Structure born noise was not found to be a significant source of the overall problem.

The recommendations emerging from the Vipac report are:

1. *Under floor treatments:* Holes and cut outs in the main frame should be covered with 3 mm steel plates, where possible, and fully welded.
2. The acoustic integrity of the Firewall, below cab floor level, should be improved by sealing gaps in the construction.
3. The seals below the cab floor panels should be improved. They should be glued and mechanically fastened to the floor.
4. Absorption should be added below the floor to the maximum practical extent.
5. *Firewall treatment:* Two approaches can be taken —
   (a) The firewall transmission loss can be increased.
   (b) The incidental sound on the firewall external to the cab can be reduced.

Vipac indicated that approach (a) would require significant rebuild and upgrade of the existing firewall e.g. an application of damping material and steel sheets, glued and mechanically fastened. Approach (b) would require the introduction of significant absorption into the engine compartment areas adjacent to the firewall. Vipac have recommended that owing to the magnitude of the cost saving, (b) would be the approach to follow.

In relation to structure born noise, it was suggested in the report that one possible treatment that has proven to be successful, is the addition of damping treatments to vibrating surfaces and structures along which the mechanical energy is flowing. This would need to be done to the longitudinal main frame members and to the bilge pan, extending between the two longitudinals.

It was also found that a significant amount of noise was entering the cab via the return air vent. This can be treated by lining same with acoustic foam. Vipac is predicting that the adoption of these modifications will reduce the noise levels by between 3 to 5 D(ba).

The AFULE has an agreement with management that those modifications which can be carried out at South Dynon, as short term measures, be adopted. With the other more comprehensive noise treatment modifications, it will be necessary to return the locomotives to the Rosewater factory of Clyde.

Preliminary noise investigation on S317 has commenced with alterations being made to the engine blowers. However, a recent test run to Bendigo indicated there had been little improvement in the excessive noise eminating into the cab of this locomotive. *(AFULE Divisional News)*

The Melbourne Limited: Two ex-SAR cars were noted on Thurs.25.10 at Spencer St, painted green with white roof and cream band along the windows. Car 707 is lettered 'The Melbourne Limited' in italics above the windows, and 'Johnny Walker Club Car' beside the doors, (below window level). Car 604 has no lettering. The cars were part of a colourful 12 30 Up Geelong pass. — X38 (blue), N11 (V/Line), 707, 604 (both green and cream) and 3PCO (red and silver). They ran a Down special later the same day — the same consist, but the loco at the other end, passing Werribee, 16 19. (PD)

Delays, Derailments, etc.

Train fire blocks line: The Melbourne - Adelaide rail line was blocked for one and a half hours at Glenorchy Thurs.1.11, after an interstate goods train caught fire. Fire units from Glenorchy, Stawell, Dadswells Bridge, Callawadda and Campbell's Bridge battled the blaze in the driver's cabin of an SA Alco locomotive. The locomotive was pulling second-string on a freight run to Adelaide. Drivers made an unscheduled stop at Glenorchy about 11 30 after the train began to lose power. They stepped from their engine and saw smoke pouring from the cabin of the second locomotive. A rail official at Glenorchy said the fire burnt out wiring and controls. The line was blocked until about 13 00 when the damaged locomotive was dragged aside. (PJM)

Locomotive problems: Tues.23.10: X38 hauling No.8265 pass. (normal set plus an N set) departed Geelong 10 minutes late. The locomotive shut down at the 95 km post and the train rolled into Winchelsea where some problems were encountered restarting the engine resulting in a further seven minutes being lost. Power was again lost near Irrewarra and the train rolled towards Colac stopping just out of the platform. The engine was restarted and the train pulled into the platform with another 12 minutes being added to the late running. The locomotive performed well until the Warrnambool home signal where the engine again shut down. The train rolled into Warrnambool platform 40 minutes late. X38 was restarted and ran No.9206 goods later that night.

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H4 and H5 assist with rerailing operations after a derailment on the North Geelong loop line. Sat.13.10.84. (Roger Gillard)

Works

CTC — more closures: The Great Western station, sidings and crossing loop were closed and the new loop just east of the Western Hwy Bridge was opened on Thurs.30.10. The new loop is manned by a signalman in a 'container cabin' similar to that originally used at Pimpinio. On Sat.11.11, the signalbox at the Down end of Ararat yard was closed and removed. Coloured lights now control exit and entry at the Down end. It is expected that both signal boxes at Stawell will be removed in February 1985. (PJM)

Relaying: Main line relaying has now reached Ararat (as at 25.11). New rail and other materials have been placed along the Maroona line in readiness for the commencement of operations there. (PJM)

Poor signal location: Werribee Line. The establishment of a Working Party arose from the joint Committee set up to investigate AFULE complaints about the overhead on the Newport to Werribee electrified section. These complaints initially came from the General Class Drivers and were strongly endorsed by the ER Drivers as soon as the 'sparks' started regular services. A series of inspections have taken place and it is generally agreed that poor viewing is caused by rather 'dull' light signals being badly obscured by the bulky staunchons, balance weights and steady arms that make up the overhead. Some improvement has been achieved at Paisley where K.3 lenses have been fitted to Automatics G555 and GG554. This lens is used on the standard gauge and it gives narrower, more concentrated beam than the K.2 type lenses on the Geelong line. The working party has recommended the fitting of these lenses to automatics G825 and GG824, near Aircraft, on the straight section of track. If this proves satisfactory, this could overcome problems on other straight sections as well.

Other locations such as Laverton and Werribee have problems with individual home signals, some of which cannot be seen until as close as 120 metres. When running at 115 km/h on a passenger train, this is just not good enough!

Again, several inspections have looked at alterations to the overhead. Signals have been repositioned and refocussed, however, little improvement has yet been achieved. It appears that insufficient clearance has been provided between the track and the overhead structures for a signal corridor and that very little adjustment is possible. Some signals may need to be relocated entirely. This has been agreed for post 20, near Aircraft, which will be repositioned in the centre of the platform and a miniature co-acting signal will be provided for suburban trains. *(AFULE Divisional News)*

Goods siding removal: Work on the removal of two goods sidings and the head shunt at Mentone is almost completed. All rails, pointwork and signalling have been removed and the pedestrian crossing south of the station has been re-surfaced. The goods sidings have not been used for a number of years, but the head shunt continued to be used for the stabling of defective trains. There was a Tait train there around the end of May last year, although it may possibly have been used later than this. There used to be another siding at Mentone, running across Station St to a timber yard, but this was out of use in the 1940s. (JAC)

Benalla: The three works sidings located off siding L, between the Yarrawonga line and the weighbridge siding, have been disconnected from siding L by removal of all pointwork. As two new works sidings had been laid in on the Down side of the weighbridge siding during the late 1970s, the old sidings had not been used for works trains for some years, although one siding was used as a superphosphate unloading site. When noted on 30.9, GY16708 was trapped on the siding with nowhere to go. All dismantled pointwork was still on site. (DMG)

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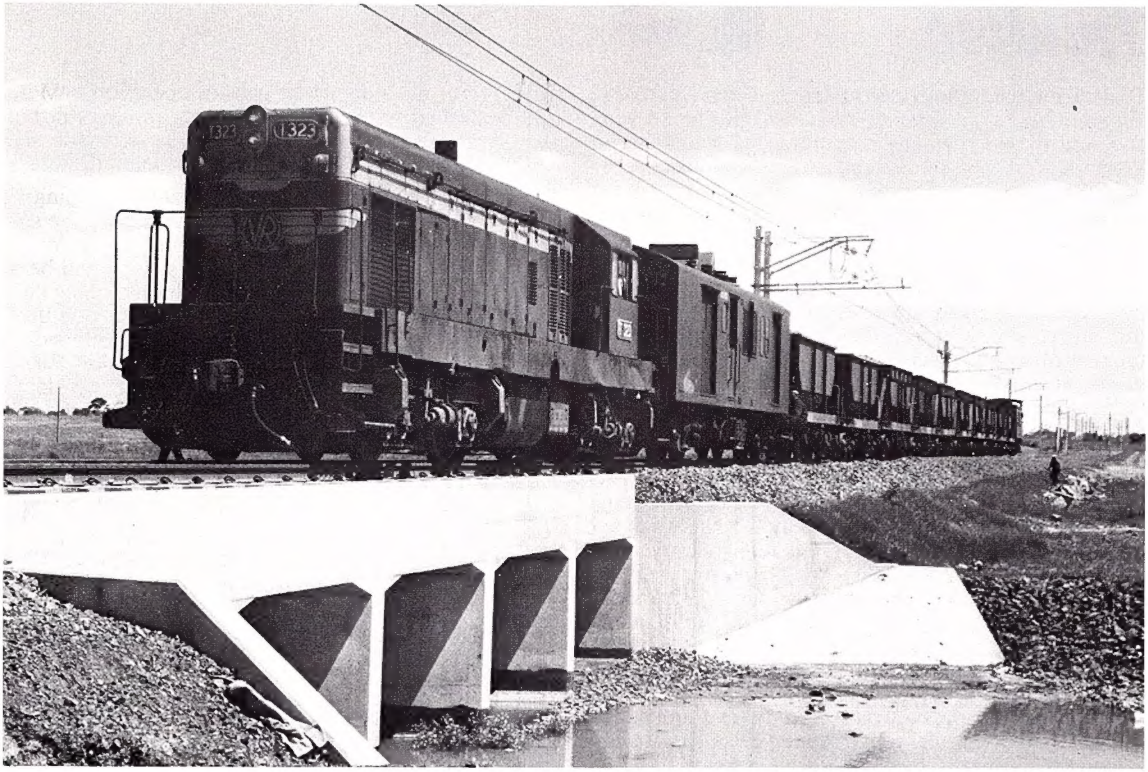
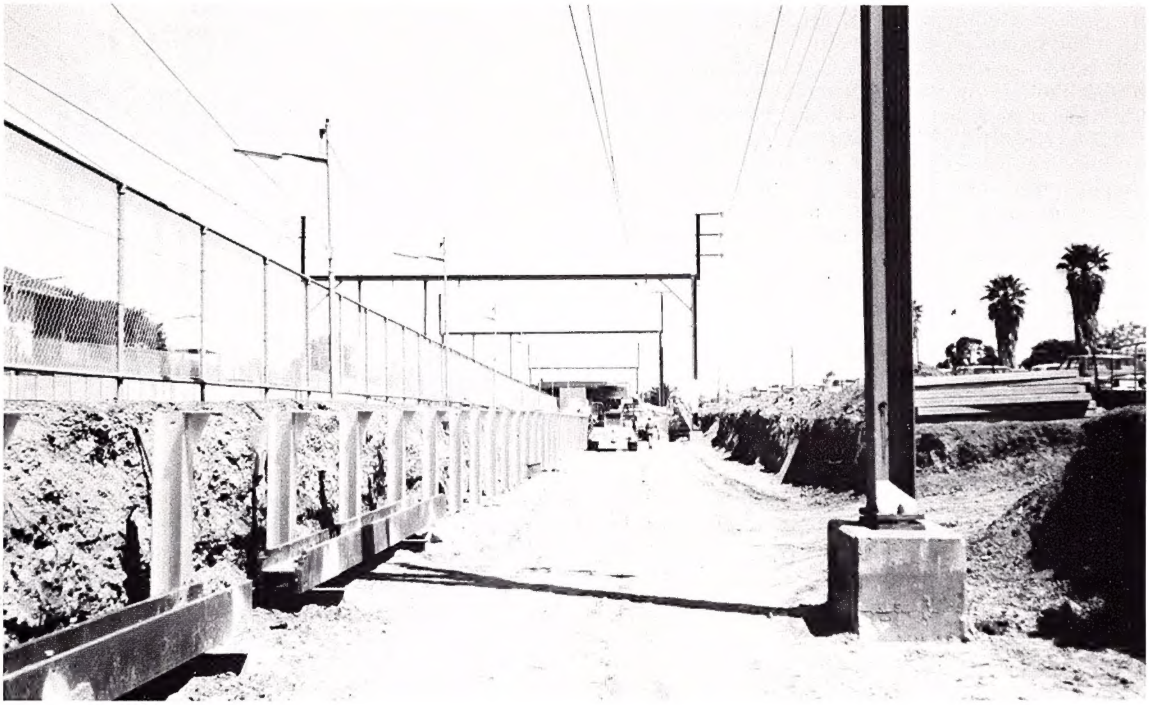
The gang is hard at work as they repair the line and trackbed at the northern end of the bridge over the Murray River at Echuca. 14.11.84. (Frank Sutton)



NEW WORKS

Above: T323 works a ballast train on the Laverton - Altona line over a culvert at Laverton Creek on 27.10.84. (John Buckland)

Below: Earthworks are well underway for the third track through Bentleigh station on 7.11.84. The Up platform is being converted to an island platform. (Ken Avery)



Taildisc

Train crew reduction gather pace: It is now approaching six months since goods trains without brake vans and run by two enginemen commenced to operate in Western Australia, so the practice is now well and truly established.

The State Rail Authority were the early front runners in introducing general cost cutting measures and proposing train crew reductions, but the XPT dispute have steadied them up. Now however, they are stepping on the gas pedal and have now notified the unions that trains without brake vans and the guard riding in the rear cab of the locomotive will commence to be run in the Newcastle area. This they say is an initial step to reducing the train crew to two and then extend the practice widely.

Every attempt has been made to reach agreement with other unions on an orderly introduction of two crewed trains, but in the ultimate, although it is now conceded by all that the reduced manning and removal of brake vans is inevitable, there is no agreement that the two crew members will be enginemen.

In Victoria the State Transport Authority are preparing a full presentation to the unions of the detail of their plans for train crew reduction which, if it follows their original proposals, will include driver only suburban trains.

All of the measures introduced so far and those contemplated in Australian rail systems are only the early stages of more far reaching developments. To see beyond the present plans we need to look at what is happening overseas at this very moment.

The first train crew reductions were made in the UK in the mid 1960s and marked the beginning of a process which has continued until today. It was in those earlier years that what became known as the Manning Agreement was worked out and saw the elimination of the second engineman from the cabs of locomotives on many passenger trains.

It is interesting to note what is happening today in British Rail and London Transport. A recent issue of the Associated Society of locomotive Drivers and Firemen's (ASLEF) publication *Locomotive Journal,* reveals that British Rail are pressing for driver only freight trains to be introduced on two services where test trains have already run and this to be then extended to all non passenger trains. They have offered a sizeable allowance for a driver on each shift working a driver only train. The same carrot in the form of a special allowance is offered in return for an extension of driver only passenger train.

Freight trains now run in the UK without a brake van and with a loco crew only, so the new proposal by British Rail would see the fireman go. On passenger trains the fireman was removed as a result of the 1960s Manning Agreement so in reducing these trains to driver only, it is the guard who will go.

On London Transport's trains, which operate London's metropolitan services, one man operation is now well established on some lines and is in the process of being extended. It is known as OPO, (One Person Operation) and four weeks of test train running on two further lines have been completed.

It would seem then that the only train crew member unaffected by these measures is the driver. At least that would seem to be the case until we look a little bit further into developments in train operation and we find published in the May issue of *Railway Gazette International* a report that on April 16 1984, the world's first metro to operate unmanned or totally automatic trains has celebrated its first year of successful operation. This is a 9.5 kilometre track in the City of Lille in France and it is reported the transport authorities from a number of countries are showing great interest in the system.

The report says that "Comparing an 8.1 kilometre line of the Lyon Metro with the first 9.5 kilometre section of the line at Lille, the Lyon requires some 320 operating staff against Lille's 170. Whereas each train in Lyon needs an average of 2.5 to 3 drivers, the Lille line needs none". *(AFULE Divisional News)*

RAILWAY QUIZ

Last month's answer: The letter M, according to the *Newsrail* file, started more station names than any other letter. The top three were M 107, B95, W 67. The letter Q started the least, only Quambatook, Quantong and Queenscliff. It just beat the letter V that had five.

Our file of station names only goes back to 1961, if any reader has a list from the mid 1930s, this would give us a more accurate tally.

This month's question: What station had the longest single word name in the state? What station had the shortest?

42210 lays over at Dynon Loco after running a Caulfield Cup special from Sydney on 19.10.84. (Kelvin Russell)

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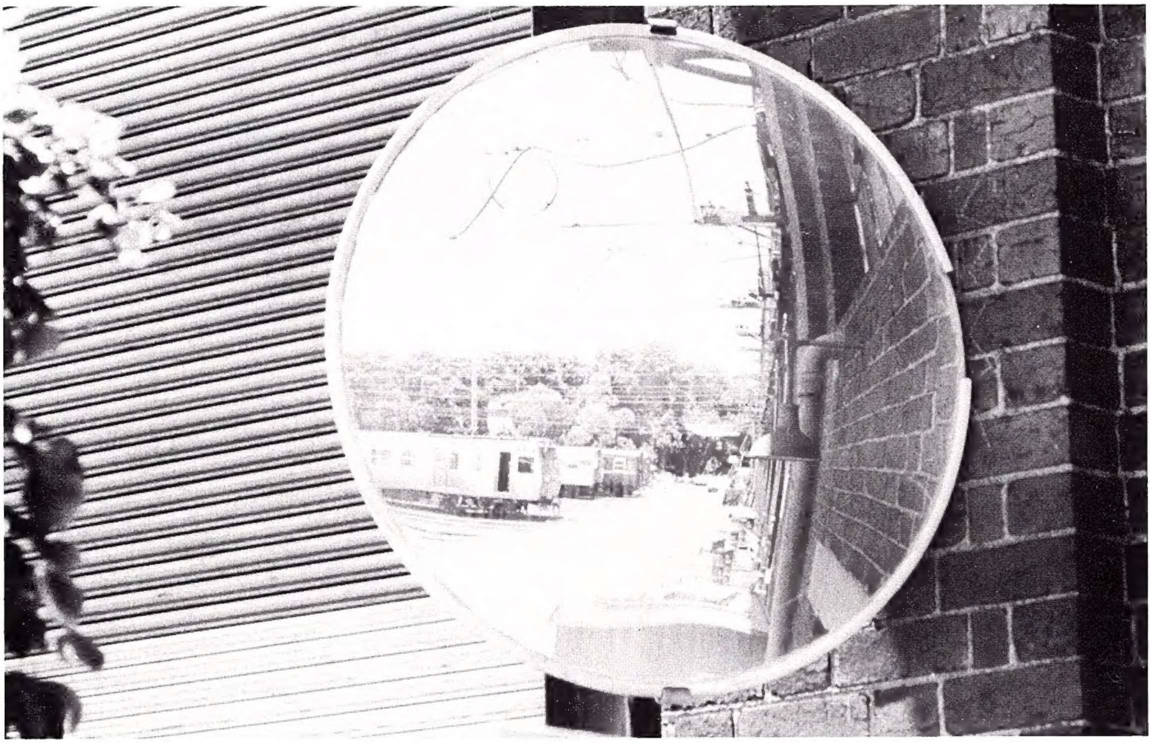
Reflections at Jolimont Workshops sees a Hitachi, Comeng and a Harris set on 1.12.84. (Kelvin Russell)



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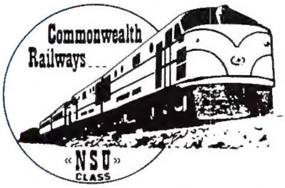

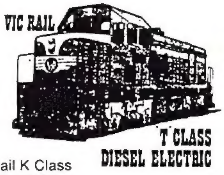

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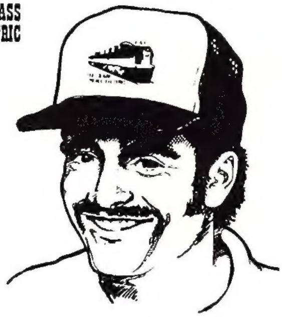

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